

LYNN
ONE HUNDRED YEARS
A CITY



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LYNN

ONE HUNDRED YEARS
A CITY



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LYNN, MASSACHUSETTS

1950



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Dedication

We, the citizens of Lynn in 1950, upon the one hundredth anniversary of Lynn's becoming a city, dedicate this book to the pioneers who settled here three hundred and twenty-one years ago, and to those who contributed to the great industrial growth of the city in the past one hundred years.

It would seem quite fitting and proper that we pause for a moment to make sure we are measuring up to those who have gone before and that our contribution to the life and growth of Lynn be as worthy an inheritance for future generations as theirs has been for us.

Therefore, while we honor the founders of our city, let us resolve to keep building so that we shall pass on, with added luster, to coming generations the precious heritage we have received. May the future years bring success and happiness to those who follow us.



THE HONORABLE STUART A. TARR

Mayor of Lynn, 1948-

MAYOR'S OFFICE
City of Lynn
MASSACHUSETTS

STUART A. TARR
MAYOR

PROCLAMATION

WHEREAS, the period from June 11 through June 17, 1950 has been set aside officially as Centennial Week, commemorative of the incorporation of our city as a municipality of the Commonwealth of Massachusetts on May 14, 1850, and

WHEREAS, we, the citizens of Lynn are most grateful to the Almighty for the multitudinous blessings bestowed upon our city and its peoples during the past century, and

WHEREAS, our city government has decreed that this historic occasion of Centennial Week will not alone bring to the attention of our citizens the benefits accrued to the municipality by reason of the accomplishments of our predecessors during the past century, but also will serve as an incentive to those of the future to emulate their example, and

WHEREAS, Lynn is known throughout the world for its past century contributions in the field of industry and commerce, and has contributed so greatly to the educational, industrial, cultural, spiritual and general welfare of our country, of our Commonwealth and of our own people, and

WHEREAS, the history of our city is resplendent with a spirit of love of country in time of war, and love of fellow man in time of peace,

NOW, THEREFORE, I, Stuart A. Tarr, the forty-first Mayor of the City of Lynn, do hereby proclaim a week of public observance of the centennial of our city, beginning Sunday, June 11, and ending on Saturday, June 17, and

I urge all of our citizens, our institutions of learning and culture, representatives of labor and industry, members of our City Government, yes, all of the youth of our city, to cooperate to the limit of their ability in fittingly observing this week of our centennial, and

I ask that each and every individual in our city during this period of public observance re-dedicate himself to the ideals not only sought but obtained by those of our fellow citizens who preceded us during the past one hundred years. May their accomplishments be ever inspiring to us; may we emulate to the best of our ability the patriotic example set by them during this period; may we strive to continue the progress made by them in the fields of religion, education and industry; may we maintain their standards of equal rights for all men regardless of race, color and religion, and may we fight with every ounce of energy within us those who would try to force upon us those false ideologies which we find in other countries and which deprives their people of all semblance of liberty and the rights guaranteed to all citizens of life, liberty and the pursuit of happiness.

I respectfully ask that special commemorative services be held in all the churches of our city on Sunday, June 11, the opening day of this festive period, and I urge that prayers be offered that will show Him our gratitude for all the blessings of the past and the hope that He will continue to bless our city, our country and our Commonwealth during the years to come.

Given at the office of the Mayor,
this fourteenth day of May in the
year of our Lord one thousand nine
hundred and fifty.



Stuart A. Tarr

STUART A. TARR
MAYOR

The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Fifty



R E S O L U T I O N S

Congratulating

The City of Lynn

Upon its One Hundredth Anniversary
as a City



Whereas, The city of Lynn was first settled in the year sixteen hundred and twenty-nine by five men and called Saugust, later named Linn, and then established as a town called Lynn under which name it functioned until the year eighteen hundred and fifty, when it was granted a charter by the commonwealth, thereby becoming a city; and

Whereas, The city of Lynn, situated along the beautiful North Shore line of the Atlantic ocean in the county of Essex, has long been noted for its great natural park known as Lynn Woods which is one of the largest natural parks within the limits of any city in the United States; and

Whereas, The city of Lynn, with its one hundred and five thousand, one hundred and fifty-three population, by the enterprise and industry of its citizens, has become a great industrial center in our nation; and

Whereas, The people of Lynn over the years have exhibited outstanding characteristics of new culture for the benefit of their city and the commonwealth; now, therefore be it

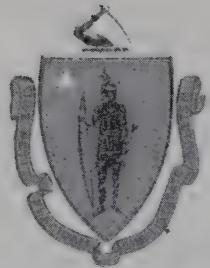
Resolved, That the general court hereby extends to the city of Lynn and its citizens congratulations upon the observance of the one hundredth anniversary as a city of the commonwealth; and be it further

Resolved, That copies of these resolutions be forwarded by the secretary of the commonwealth to the city clerk of the city of Lynn to be filed with other historical records in the archives of the city.

In House of Representatives, adopted, April 17, 1950
LAWRENCE R. GROVE, Clerk

In Senate, adopted, in concurrence, April 18, 1950
IRVING N. HAYDEN, Clerk

Resolution on Motion of State Representative
Frank E. Boot, of Lynn



PAUL A. DEVER
GOVERNOR

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE BOSTON

April 12, 1950

To the City of Lynn:

The 100th anniversary of the City of Lynn is a fitting occasion for a review of the notable history of one of Massachusetts' outstanding communities.

Since its first year of incorporation, Lynn has established, by its industry and perseverance, a record well-known in the reports of American industry.

It is fitting to remember that in 1915, the working day in Lynn was reduced to ten hours, an important step towards the increased leisure permitted under our enlightened laws of today.

Congratulations to the City of Lynn for its glorious history and for the record that is being compiled of its trials and accomplishments.

Paul A. Dever

THE WHITE HOUSE
WASHINGTON

U. S. Naval Station,
Key West, Florida.
March 29, 1950

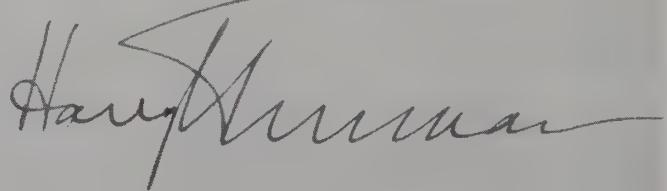
Dear Mr. Wall:

The One Hundredth Anniversary of the incorporation of Lynn as a city will bring a flood of memories out of a long and historic past. Like so many other communities in the older part of our country, Lynn had had an existence of two centuries as a township before the citizens of a century ago decided to assume the responsibilities of a city.

Puritans were a thoroughgoing people and laid four-square the foundations upon which Lynn has risen to its present eminence. Happily, Lynn has not only a distinguished past but a diversified activity which makes it a prosperous community whose products are known the world over.

My anniversary message to you, and to all the citizens, is ever to go forward with progress through long decades to come.

Very sincerely yours,



Honorable M. Henry Wall,
General Chairman,
One Hundredth Anniversary Celebration
of the City of Lynn,
Lynn, Massachusetts.

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MAP OF LYNN IN 1852

From Town to City

LYNN IN 1850

LYNN has a heritage of which it can be justly proud. Throughout the years it has had many anniversaries, as men paused to mark another milestone in the progress of their city. On each occasion, emphasis has rightfully been placed upon the early settlers, their vision, their great faith in freedom and equality. Probably no better expression of this appreciation can be found than in Benjamin N. Johnson's oration upon the occasion of the celebration of Lynn as fifty years a city. In his masterful, but necessarily brief, treatment of the whole history of Lynn up to that time Mr. Johnson has given a picture of the people who made Lynn. That picture is well worth remembering now. For to honor truly the city that has flourished successfully for one hundred years one must know the roots whence it grew as well as the characteristics bestowed alike by nature and by man which have made a city unique and outstanding in many ways.

Freedom and equality were the two dominating ideas of the founding fathers. The freedom they sought was the right to live and toil and enjoy the fruits of their labor, plus the right to govern themselves. Their belief in justice and in securing for themselves and for those who should come after them an equal right before the law was a strong article of faith. Both these principles emerge time and again in public sentiment whenever Lynn has been fully aroused on any problem.

Those people who came to Lynn in the early days held no brief for any aristocracy. It was the adopted home of freemen. The land and its privileges were not for the few but for the many. The lack of the natural

advantages of a deep harbor and water power brought to Lynn in the beginning a class of people who were seeking first for a desirable location for a home. After the homes were established, industries grew up around them. Since the people could not share in the shipbuilding and commerce of the time, they, of necessity, turned to handicraft; so it was the farmer, the fisherman, the shoemaker, the tanner, and the miller who were the builders of the town. The man who could work with his hands was the man most cherished. As Mr. Johnson sums it up: "By the use of their gifts, not by mere possession of them, have the sons of Lynn been wont to judge each other."

The whole current of Lynn's early history had been toward the development of originality and independent qualities in the people. By 1850 they had had a long, toilsome, and honorable past. There was no great wealth in the town. In a New Year's editorial in one of the local newspapers there appears: "There is not in New England a more industrious, thriving people. There are no overgrown capitalists — no squalid poor. The great majority of the population are in that happy medium of neither poor nor rich, but well to do, with a plenty of work at pretty good pay. Early and late the lamps brightly burning may be seen in the hundreds, and we don't know but we may say, thousands, of workshops, and, as industry must prosper, so do the people of Lynn thrive and get ahead in the world."

The people of Lynn from the very beginning had taken an active interest in national affairs. Events of national magnitude that

took place in the year 1850 should be recorded here to set the stage for a true picture of Lynn as it became a city. This was the year that President Zachary Taylor died in office and Millard Fillmore became the new President. The state of California was admitted to the Union as a direct result of the gold rush of '49. In Congress there was passed the Fugitive Slave Law: a law that aroused much opposition among the people in the North; not the least among these were the citizens of Lynn.

By 1850 Lynn's population numbered between thirteen and fourteen thousand. (Census figures for 1850 do not agree: the state census lists 13,613 inhabitants, whereas the national figures say 14,257.) This includes Swampscott and Nahant, since both were then parts of Lynn. Many of the residents were direct descendants of the earliest settlers, but already there were beginnings of groups of the foreign-born. The City Directory for 1850 lists 992 born in Ireland, 159 in England, 142 in Nova

Scotia. In the newspapers of the day some two hundred hardy souls were recorded as absent from Lynn searching for gold in California, and many of their letters home appeared in print for all to read of their adventures.

A picture of Lynn in 1850 shows it to resemble a "wide and scattering village" rather than a metropolis. The growth of the town had been from the west to the east. The center of activities had been for many years the Common. As far back as 1706 in the division of the public lands a training field had been reserved in the spot most easily accessible to the people. This later became the Common itself. The establishment of the first post office in Lynn had been in 1793 on Boston Street near Federal, then considered the heart of the town. Soon after came the building of the Turnpike, now Western Avenue. In 1803 the Lynn Hotel opened at the junction of the Common and the Turnpike, and was very much the center of the town's activities. It was not



EAST VIEW FROM NEAR HIGH ROCK (PAINTED BY J. B. BACHELDER, 1856)

until the Eastern Railroad was brought into the eastern part of town in 1838 that the center of the town's life changed and business gradually moved to be nearer the railroad. But, even with this change, in 1850 the Common was still very close to many activities. Perhaps no better proof can be offered as to the rural aspect of the town than to call attention to the notice that appeared in *The Lynn News* for June 28 reporting that the grass on the Common was sold by auction for \$9.50. And in March it had been voted that "no person shall be allowed to drive any swine through our public streets for the purpose of selling them at retail."

The harbor also played an active part in the town's life, with the newspapers of the day listing as many as seven brigs and schooners arriving within four days with coal, wood, lime, and flour. However, since the harbor was not very deep, Lynn's main interest was inland on farming and industry rather than on a seagoing life as might have

been expected judging by her location right on the sea.

As the town grew, the need was felt for some kind of transportation from one end of town to the other. In 1849 Mr. Augustus Goldthwaite established an hourly coach through the most "populous streets." It ran from the Lynn Hotel to Woodend (the eastern part of the town) passing "over" the Common and through Market and Broad streets. When this business was first started *The Lynn News* reported: "This enterprise confers quite a business and life-like air upon the town." The "hourlys," as they were called, continued to give the "life-like" air until the coming of the horsecars.

The streets of the town were unpaved, more like country lanes. The houses had their first street numbers assigned them in 1850 by Alonzo Lewis, in his City Directory for that year, with his request: "If people will have the kindness to put numbers over their doors as they will find them in this Directory." There were few large or



WEST VIEW FROM NEAR HIGH ROCK (PAINTED BY J. B. BACHELDER, 1856)



SHOE FACTORY OF CHRISTOPHER ROBINSON,
ON SOUTH COMMON STREET

ornate houses; rather, the majority were small, wooden, and painted white. Almost every house had a garden. One house, advertised for sale in the newspaper, listed in its garden: apples, pears, plums, cherries, peaches, mulberries, quinces, gooseberries, currants, strawberries, and grapes. Shoemaker's shops in the gardens were as common as the fruit trees.

If a family wished to move, generally the house and all were moved. This accounts for a further admonition from Mr. Lewis that, if a house were moved, would the occupants please change the number to fit the new location, and thus avoid confusion.

In the days just before Lynn became a city there was virtually a housing shortage. One newspaper, *The Bay State*, for March 28, 1850, has the following editorial: "We do not believe that there is a town in Massachusetts containing so large a number of inhabitants where there are so few houses to let. We do not know of an entire vacant house in the whole town. There are a few small tenements and parts of houses which may be obtained, but no desirable places are in the market. This fact speaks loudly for the general prosperity of Lynn, and would seem to warrant the assertion that there is no better place anywhere in the neighbor-

hood of Boston for the investment of capital in real estate. Real estate purchasers in Boston and elsewhere should give their attention to Lynn."

People in Boston and elsewhere were interested even then in Lynn as a summer resort, as shown by the following from an August issue of *The Bay State*: "Among the distinguished persons who are enjoying the invigorating air of Lynn, at Nahant, at the Ocean House, Swampscott, and about town are Dr. Bailey, the able editor of the Washington Era; J. G. Whittier, the true poet and lover of freedom and humanity; Charles Sumner, Esq., the accomplished orator and scholar." Not only were summer visitors frequently seen, but many people from Boston had built themselves summer residences along the shore, and the "Boston people" mingled with the natives as the occasion warranted. One Boston newspaper, the *Boston Times*, went so far as to write an editorial about Lynn and its people: "The beautiful town of Lynn, now made by Railroad enterprise a suburb of Boston, is a famous place in the history of New England and a favorite resort for people of an eccentric turn of mind. Perhaps there is within its limits more radicalism, more genuine unadulterated red republicanism than could be found in any other place of the same size in our Commonwealth; and it is but right to add, intelligence can be found there in the same ratio."

Shoemaking was the chief industry in the Lynn of 1850. A description of it at that time may be found in Alonzo Lewis's City Directory: "The stock for the shoes is cut in the larger buildings, called manufactories, by men termed clickers. The upper parts are then tied in packages and given to females, who reside at their own homes, to be bound. They are then returned to the manufactories, where they are put together in bundles with the soles, and distributed to the workmen who make the shoes in

small—quite too small—shops usually at or near their own homes. The workmen are called cordwainers or more properly cordovaniers, the word being derived from the Cordovan leather originally manufactured at Cordova in Spain, from goat skins brought from Morocco in Africa. When the shoes are finished, they are packed at the manufactories in wooden boxes, usually containing about sixty pairs, and sent to all places where there is a demand for them."

An important factory was that of Christopher Robinson and Co. It was a two-story building, 28 by 57 feet. Its cellar was used for storing leather stock for uppers and soles. On the first floor were cutting rooms



SHOEMAKER'S SHOP IN GARDEN OF LYNN HISTORICAL SOCIETY
(OWNED BY HON. HIRAM N. BREED, NINTH MAYOR OF LYNN)

and space for making turned shoes. This firm employed nine men to cut leather in its factory, and it sent out parts of shoes to 375 men and women who bound them in their own homes. In a fashion truly characteristic of the type of hard-working men of Lynn, Mr. Robinson, although head of one of the largest and oldest concerns in town, always packed all the shoes himself.

The shoeworker in Lynn worked in small shops each containing about six or eight workmen. The shops (the Directory for 1850 lists 135 of them) were scattered

around the town, in the backyards and gardens of many of the cottages. (There is an example of a typical shoemaker's shop, completely outfitted, in the garden of the Lynn Historical Society on Green Street.)

By the very nature of their work, which required little mental concentration and made no noise, the cordwainers could and did take part in discussions in their small groups, with often someone appointed to read aloud from newspapers or books. One of the reasons why Lynners of 1850 were so well informed on affairs of the outside world was that each workshop was practically a school or an incipient debating club. This resulted in an individuality and independence of opinion that made the natives of Lynn famous in those times for having a high degree of originality of character. Nearly all the leading citizens had worked at one time or another "upon the bench."

The apprentice system of employment was still in effect, as witness one notice that appeared in *The Bay State*: "Run away from the Subscriber on the 6th day of July last an indented apprentice J. E. Maxfield. All persons are forbid harboring or trusting said Maxfield on my account." It was signed by Elisha Towle, who is listed in the City Directory as a cordwainer.

Shoemaking was not the only industry in Lynn. Farming was important, and according to Mr. Lewis's Directory for 1850 there were 51 farms. Fishing also still played a vital part. Swampscott fishermen made more than 4500 gallons of cod-liver oil during the year. An active concern manufacturing kid and morocco had been started in 1800, and by 1850 Philip Tapley had introduced steam power into his factory, the first used in Lynn in this business.

Strawberry Brook was then alive with small industries up and down its banks. Barrey and Bigelow Paper Hangings Factory was there, on Boston Street. In the busiest part of the year they employed about

50 workers and made 35,000 rolls of paper weekly. Another business along the brook was the J. Rhodes and Company Bakery. This was a wholesale ship-bread and cracker company with much of its produce being sent out of town. A silk-printing concern and a dyehouse added to the hum of industry, while a chocolate business and concerns in other parts of town, including the Buffum Wood Planing Machine, gave Lynn's industries a greater variety than the term Shoe City would imply.

The names of the occupations followed in 1850 paint a picture of life of the times. They reveal interests and concerns that belong only to the olden days, with their own terminology. The City Directory for that year lists among such occupations a bell-hanger, a bonnet bleacher, a color-mixer, a cooper (maker of barrels), a gold-beater, and a wharfinger (owner of a wharf).

In 1850 Lynn had three banks. Two were state banks: The Lynn Mechanics, now the Essex Trust Company, and the Laighton Bank, which had been in operation for only a year. The third was a savings bank, the Lynn Institution for Savings, with an aggregate deposit of \$100,000.

There were 810 shops and stores throughout the town. These included apothecary

shops, bakeries, grocery, shoe, clothing, dry goods, hardware, crockery, and glassware stores. They were kept open from five or six o'clock in the morning until ten or eleven o'clock at night. In 1850 a movement, the first of its kind in any town around, was started toward earlier closing hours, and the dealers settled upon eight o'clock at night as the end of their day. In letters to the editor in the papers this move was commended by many of the readers. And one store, to make the new hours perfectly clear to its customers, advertised: "Doors closed invariably at 8 p.m. precisely."

Hours were equally long for the mechanics. However, in May 1850 these same mechanics, along with the owners of concerns, met together at the Silsbee Street Chapel and by mutual agreement voted to go on a ten-hour-a-day system—a revolutionary idea. One newspaper in reporting this said: "In order to prevent misconstruction we understand it to be ten hours from the first of April to the first of October, and from 7 a.m. to sunset, the remainder of the year." This did not apply to the shoeworkers, since they worked by the piece.

Enough people were affected by the ten-hour-a-day ruling for concern to be felt about the proper use of this newly acquired leisure time. Mayor Hood, at the meeting when the ruling was voted, stressed the need for the mechanic to consider his life with its free time, and suggested that such leisure should be spent in acquiring information "both from books and the study of mankind."

The Lynn of 1850 offered various opportunities for many kinds of use of leisure time. Among the most noteworthy were the meetings of the Lynn Lyceum. The hall where the meetings were held was on Market Street at the corner of Summer Street. While the Lynn Lyceum itself was first established in 1828, it was not until 1841 that the hall had been built. The seat-



INTERIOR OF SHOEMAKER'S SHOP IN GARDEN OF
LYNN HISTORICAL SOCIETY

ing capacity was for 1000 people, and so great was the interest in the lectures held there that many times the newspapers reported that people were turned away. For a course of 14 lectures the fee was 50 cents a term. In 1850 among the notable speakers who came to Lynn were Horace Mann, Wendell Phillips, Henry Ward Beecher, Oliver Wendell Holmes, and Ralph Waldo Emerson.

In the fall of 1850, owing to the great agitation caused by the passing of the Fugitive Slave Law by Congress, several meetings were held in Lyceum Hall culminating with the appearance of George Thompson, the famous abolitionist from England. The seriousness with which Lynn viewed national affairs can be seen in the resolution that was passed at the October fifth meeting: "Resolved that since God hath commanded us 'to betray not him that wandereth'... we in obedience to God's law and in self defense, declare that Constitution or no Constitution, law or no law, with jury trial or without, the slave who has once breathed the air and touched the soil of Massachusetts shall never be dragged back to bondage."

When word spread throughout the country that slave-catchers were appearing in Northern cities searching out escaped slaves, another resolution was passed: "Resolved that the Committee of Safety be requested to make arrangements to cause all the bells in this city to be tolled as a signal for rallying our citizens in case a slave catcher should appear amongst us."

Lynn with its ardent antislavery societies was often a stopping place in the underground route for escaped slaves. The tale is told of one runaway slave who was traced here, right to the very load of hay in which he was hiding while being transported to Salem. When the driver of the load was stopped and questioned, he assured the slave-catchers that if they wanted to un-

load his hay to hunt, that was all right with him, but he would see to it that they loaded it again just as it was. One look at the great height of the hay to be reloaded, and the slave-catchers concluded that no one was hiding underneath. Thus another slave went on his way to freedom, aided by the quick wit and firm faith in freedom of the men of Lynn.

Not all the gatherings at Lyceum Hall were of serious nature. Many concerts were given there with chief among the favorites the famous Hutchinson Family. This family of singers lived in Lynn and spread the town's fame throughout the country as they traveled on their tours. Whenever they returned to Lynn and gave a concert they always drew large audiences and received very favorable notices in the newspapers. In fact, the progress of their tours was always an item of especial interest.

Several societies emphasizing intellectual activity were prominent in 1850. The Natural History Society held regular meetings on Friday evening of each week. Started in 1842, the society's purpose was to encourage the study of natural history, and to this end a collection of minerals and curiosities in every department of this science was made by members and other

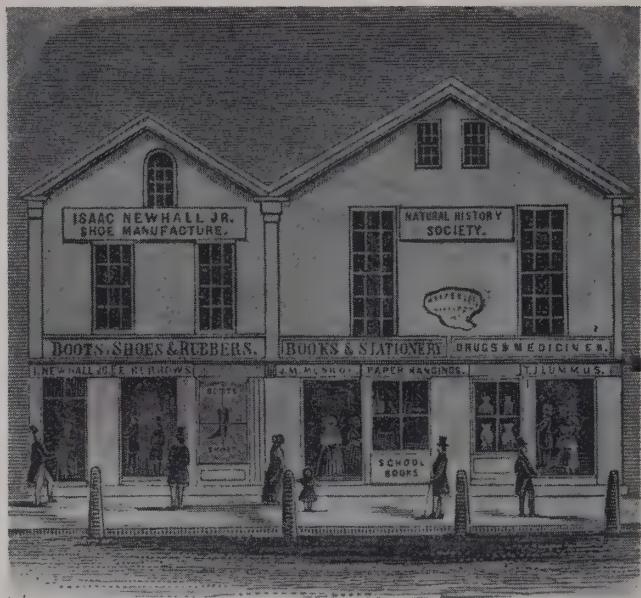


LYCEUM HALL, CORNER MARKET AND SUMMER STREETS

people who were interested. The membership was very large and included a great number of professional men, especially physicians, as well as many other prominent citizens. The interest by the town in general was great enough so that the doors of the hall were opened to the public one afternoon a month.

In 1850 the Social Library, comprising some fifty members, called proprietors, combined with the Natural History Society, and thus made possible the housing of about fifteen hundred volumes at the Natural History rooms. This new library, the forerunner of the Public Library, was open every Friday evening from "six to half past seven o'clock when any person by complying with the low terms of circulation may obtain books." The "low terms of circulation" were that members of the Natural History Society could, by paying \$1.00 in addition to the Society's assessment, have two volumes at a time. Any person by paying \$1.00 a year could borrow one volume a week.

The year 1850 saw a new organization being formed in West Lynn. This was the Exploring Circle that met semimonthly. It started with a small group of young men and went on to have a very active career for many years. It was scientific rather than literary in its character, though its members cultivated all fields of inquiry. Meetings were especially devoted to the investigation of topics of local interest in Lynn and its immediate neighborhood: "Geological, historical, and antiquarian researches, old roads, old houses, and ancient landmarks, and every question illustrating the history, manners, customs, traditions, as well as the political, religious, educational, and social condition of the people who settled here." The meetings were given over to reports of investigations by the members. The book by Cyrus Tracy, "Studies of the Essex Flora," was undoubtedly a



NATURAL HISTORY SOCIETY ROOMS, ON MARKET STREET

result of this Society, since Mr. Tracy was one of the founders.

An editorial in *The Bay State* in 1850 describes Lynn as "an intellectual place; the people are a reading, reflecting people, take newspapers and read them and keep up with the times, and sometimes go ahead of them." The newspapers published in Lynn, were two: *The Bay State* and *The Lynn News*. The cost was \$2.00 in advance or \$2.50 at the end of the year. Both papers were weekly; *The Bay State* was Democratic in its interest, while *The Lynn News* followed the Whig party. The papers carried the news, stories, poems, letters to the editors, and much of the editors' opinions on many subjects.

A great amount of space in the newspapers was given over to advertisements. Not only Lynn dealers but many Boston concerns found that it paid to tell the Lynn people what they had to offer. The advertisements in the papers of the day give a picture of the people—their manners and customs. From that angle they make for entertaining reading, and also from the

point of view of methods of advertising. The print was small, and a vast amount of detail was in each advertisement with even the use of rhyme occasionally:

"The people one and all
Are invited to call

at my old stand near the Railroad Crossing"

was used by John Alley for his People's Clothing Store. This was a men's clothing store that upon another occasion burst out with the "superior fits and glorious bargains" that Mr. Alley offered to the men of Lynn. Even the apothecary shops of the day offered in their advertising almost as great a variety of supplies as do the modern drugstores. One at Market Square had "drugs, medicines, perfumery, combs, soaps, genuine patent medicines and school books of all kinds approved by the school committee."

Often the advertisements were in the form of a personal note to the prospective buyer, as in the following: "Parents while you are furnishing yourselves with articles for your own comfort and convenience, do not forget the babies. Therefore, please to call at no. 6 Market Street and purchase for the little one an article called in modern parlance the Parlor Coachee or Anti-Head Bumper, by the aid of which the baby can 'go alone' before it can walk."

Although curfew rang faithfully every night at nine o'clock, there were many activities, some serious and some frivolous, that added to the social life of Lynn. There were regular meetings of the Debating Society on Saturday evenings at Exchange Hall. This was felt to be beneficial for the young men, as it was said at the time: It "gives a young man confidence in himself, but at the same time the fact that he is liable to have his arguments dissected and his statements contradicted will prevent his holding too exalted ideas of his own abilities."

The lighter amusements and social amen-

ties of life were not overlooked or forgotten. Mr. Adams's Singing School was very prominent. His adult class numbered over two hundred, and with his juvenile chorus of two hundred voices the claim that the inhabitants of Lynn had "music in their souls" seems well founded. There were dancing schools for young and old, and the social dancing parties for these were outnumbered only by the balls given by the spirited members of the Fire Department. Each engine company vied with the other to have the most brilliant social assembly. Social levees given by the church societies often had as many as five or six hundred people present. At these gatherings the entertainment consisted of speaking, music, and refreshments, with the committee offering prizes for the best original conundrums.

Not counting the churches and their various societies there were some twenty organizations that played an active part in the town's life. There were ardent anti-slavery groups with members meeting for lectures. Many of their number carried out their belief in equality for all by serving as contacts for the "underground" for escaped slaves. The Masonic orders and the Odd Fellows were prominent among the



LYNN MECHANICS BANK, EASTERLY END OF COMMON
(FIRST BANK OF LYNN)



FIRST HIGH SCHOOL, AS IT APPEARED IN 1851.
NOW INDUSTRIAL SHOEMAKING SCHOOL

fraternal societies. Two organizations that had been doing "good works" for a long time were the Lynn Female Benevolent Society, which had started in 1814, and the Lynn Female Fragment Society, organized in 1820. These two groups, similar in purpose and work, did much to relieve the needy. They bought cloth, distributed portions of it to be made into garments, sheets, and pillow cases. A great amount of "half worn" clothing was fixed up and distributed with the firm belief that often a good made-over garment was better than a new one.

Seventeen churches took care of the souls of the people. In one of the newspapers it was said: "The town is filled with fine churches, where congregate large audiences to listen to earnest and eloquent ministers on the subject of the life that is, and is to come. Old congregations are overflowing and new ones getting under way." The oldest church was the First Congregational, which had been established in 1632, and the newest was the Central Congregational, which dedicated its new building in December 1850. There were three Congregational churches, one Unitarian, five Methodist, two Universalist, one Baptist, one Christian, one Friends, one Episcopal, one Roman Catholic, and one Christian Advent.

Thirty-four public schools, including one high school, took care of the education of the young. The high school had been opened in June 1849, and during the year 1850 a new building was being erected that was dedicated in 1851. During its first two years forty-seven pupils were registered. The textbooks authorized by the School Committee for the high school give evidence of the well-rounded curriculum. Greek, Latin, and French were offered for languages. Chemistry, Botany, Physiology, Zoology, Geology, and Astronomy were among the sciences, while Algebra, Geometry, Bookkeeping, and Surveying and Navigation took care of the mathematical departments. General History, Philosophy, Moral Science and Political Economy filled out the needs of those pupils who advanced to the high-school ranks. The first principal was Jacob Batchelder, who had once been head of the Lynn Academy and who later became the first head of the Public Library.

There were six private schools listed in 1850. The Young Ladies' Academy was held in the building that once had housed the Lynn Academy. The latter had had a long history and had once been outstanding in its teachers and curriculum, so much so that at one time pupils had come from out of town to attend classes. With the establishment of a public high school the need for the Academy was no longer felt, and so the proprietors turned it over for a brief period to be run as a school for young ladies. There was also a Boarding School for Boys that opened in June 1850 with the advertisement for it in the newspapers extolling the healthful resources of the location of its farm in Phillips Beach.

The Lynn of 1850 claimed a "remarkable exemption from litigation and crime." Until then there had been no municipal court; rather, hearings were held in the offices of the various justices of the peace, who had the power to try cases of any nature, whether

they were civil or criminal. In 1849 a petition had been sent to the state legislature to have a police court established. This was granted that year, and by 1850 it was in full swing with Judge Thomas B. Newhall presiding in the courtroom in the old town-house. Not only did he serve as head of the court, but he was his own clerk of courts as well.

The police force consisted of about twelve men called constables, and some thirteen watchmen who were appointed to serve in the vicinity in which they lived. The watchmen were paid only when on duty, and their duties consisted of being on the alert for fires, robberies, or any disturbance affecting the peace and safety of the citizens. The constables depended for their wages upon what arrests they made. Their only badge of office consisted of a long staff, six feet in length, with several stripes about the top.



LYNN HOTEL AT MARKET SQUARE

In charge of this force was the city marshal. His emblem of office was a tall black hat adorned with a cockade and a gilt button. This mark of authority is said to have given culprits time to prepare for his approach, since the hat could be seen a long way off.

The Fire Department comprising ten engine companies and five hundred men was just beginning to be truly valued in 1850. Alonzo Lewis had said: "It is some-

what surprising that people who erect large and valuable buildings in thickly populated streets should build so many with clapboards and shingles; especially in a place that abounds with clay and where there is rock material enough for all the houses in Lynn for five centuries to come. They will probably improve upon this wooden custom, when a few destructive fires shall have taught them better." Until this time, although Lynn had been fortunate in its number of destructive fires, all the pay a fireman received was \$1.50 a year, if he had seen duty. That was equivalent to his poll tax. In 1850 a movement was underway to pay these men more in proportion to their services.

Although their financial remuneration was small, there was apparently enough attraction in the life of a fireman to draw many a young man to the ranks. Great was the pride in the various engine companies, and the rivalry between them was rampant. Many an entry in the newspapers showed that a fireman led a very social life, with visits back and forth not only from one engine company to another but visits as far afield as Portland for musters. The balls that the firemen held have been mentioned as an important part of the social life of the town.

Despite the confusion that invariably took place with the ringing of the fire-alarm bells, the men did good work as they raced to fires carrying their own buckets. It is said that because of the distance between the bells, rung at the school or church nearest the fire, and often owing to the direction of the wind, the men couldn't tell just which section of town had a fire. On many an occasion two engine companies would meet going in the opposite direction to the same fire. Fortunate was the homeowner whose fire was discovered quickly. This general confusion, however, only lent a spirit of excitement to the affair as com-



DEPOT OF THE EASTERN RAILROAD, CENTRAL SQUARE, 1850

panies would race each other to get there first.

Even the fires themselves took on festive airs very often. It was the custom after fires to have "cards" in the newspaper. From a grateful property-owner appeared the following card in *The Lynn News* for May 31, 1850: "A Card. The subscriber tenders his sincere thanks to the fire department for their prompt and successful efforts in saving his property from destruction on the morning of the 26th inst. To the members of Co. No. 8, his gratitude is particularly due; also to companies 9, 1, and 4 his thanks are tendered. Caleb Wiley." The "festive" part of the fires can be seen in this typical Card: "Officers and members of Empire Fire Association No. 5 return their sincere thanks to Mr. W. D. Chamberlin for the bountiful supply of refreshments furnished them after the fire in Chestnut Street on Saturday night last." Or again: "Empire Fire Association No. 5 return sincere thanks to Fountain Fire Association No. 3 for the bountiful supply of refreshments furnished us on our return from the alarm of fire on Sunday morning last. Be

assured that such acts of kindness will never be forgotten by the Empire boys." And often was the rhyme repeated,

"May this good feeling still prevail,
From Woodend Heights to Black Marsh Vale."

No true picture of a city at any time can be given without considering the individuals who lived there. Space does not permit a description of all the people who played important parts when Lynn was a new city. However, one person, even in this brief account, should stand out, not because he was a typical Lynner but rather because, through his works and personality, he is important to the life of 1850 and to the history of Lynn in general.

Alonzo Lewis was perhaps the most eccentric yet most devoted to his native town of any person in the whole history of Lynn. Born in 1794 he was qualified as a teacher by the time he was eighteen. He taught first in Chester, New Hampshire, then in 1823 came back to Lynn as preceptor of the Lynn Academy. For twelve years after that he taught in the public schools here, and then turned to other pursuits.

The variety of his other pursuits is nothing short of amazing. In the City Directory for 1850 (which, incidentally, he wrote) he is listed as architect, civil engineer, and surveyor. He was one of the first in many

TWO BUSINESS BLOCKS, CENTRAL SQUARE
(THE BAY STATE WAS A WELL-KNOWN NEWSPAPER)

enterprises: one of the original members of the Lyceum; one of the first members of the Anti-Slavery Society; editor of the first newspaper in Lynn; he started the Social Library; and established the first Sunday School. The erection of a lighthouse on Egg Rock in 1856 was largely owing to his efforts. The carriage road to Nahant owed its success to his plans. And the city seal was engraved from a drawing of his.

During his time he was known as the Bard of Lynn, and he published several volumes of poetry. Today he is better known for his stupendous work in compiling the first history of Lynn. The first edition for that he published in 1829. There seemed no enterprise, civic or otherwise, that escaped his interest. As James R. Newhall, a contemporary and the one who continued his work as historian, said of him: "He was one of those whom we occasionally meet who seem willing to be useful from a higher motive than personal recompense, and had it not been for certain eccentricities of temper, that occasionally made him an uncomfortable companion he would have lived in the highest esteem of others and with more satisfaction to himself."

These "certain eccentricities of temper" must indeed have made him often very unpopular, as can be seen by the frequent word wars he waged in the newspapers whenever he disagreed with people or with actions. Out of step as he appeared on many occasions, some of his ideas seem like sound sense today, and many of them are in use as he suggested, although not necessarily because he suggested them.

The City Directory for 1850 that he wrote has many fill-ins of his own ideas, from the way people should design their chimneys to the value of having property surveyed by a person competent in the business, and the little note "People cannot be too careful in securing their real estate.



ALONZO LEWIS

They are requested to remember that Alonzo Lewis makes surveying his business."

Even the shoe industry fell under his eagle eye, and he had the following, apparently revolutionary, suggestion: "It may seem a work of supererogation for a civil engineer to attempt to teach a shoemaker; but as it happens to be a simple fact that no lasts are made to fit the feet, and having for many years suffered more torments than Peter Pindar's pilgrim from ill-shaped shoes, we shall venture, out of pure regard for suffering humanity, to suggest an improvement." The improvement was to have shoes that recognized the anatomy of the foot, and therefore to have a last designed to fit the foot, not a straight last as heretofore. For this he drew elaborate diagrams and made a further suggestion that broad-



LIGHTHOUSE ON EGG ROCK

toed shoes become fashionable. He concluded with "Science has long had a place in the head; it is well that it should occasionally be applied to the feet, that it may affect the *understanding* in all respects."

The last twenty years of his life he lived in a cottage he built on Beach Street, where he could hear and see the ocean he loved so well. He died in 1861 and left to Lynn a heritage of many of the ideas by which it has moved forward through the years.

THE CITY CHARTER

During the nearly two and a quarter centuries in which Lynn was developing into the large and prosperous town of 1850 its public affairs were well taken care of by town meetings. These meetings, in which each man could express his opinion and cast his vote, were a tangible expression of the freedom and equality for which our country stood, and were highly prized. However, in the latter part of the 1840's, there was a feeling among some of the people that Lynn had become too large for the old system and it was time to change to the city form of government. The advisability of taking this momentous step brought forth earnest and, at times, vehement discussion, which continued until the question was settled in the spring of 1850.

The first formal action in the matter was taken at the town meeting held March 12, 1849, when it was voted, 651 to 429, to petition the Legislature for a city charter.

A committee of seven men, drawn from the three political parties — Whig, Democrat, and Free Soil — was chosen to prepare a preliminary draft and present it to the Legislature. The charter was enacted April 9, 1849, and the committee had it printed so that the citizens might read and discuss it and vote intelligently when they went to the polls on April 20 for its acceptance or rejection.

In the meantime those who were opposed to the change held a meeting and chose a committee of twenty-one, seven from each of the parties, to draw up a statement of the reasons for their position. This, too, was printed and distributed among the voters. The committee also issued a broadside, headed "Freemen of Lynn!" calling upon all who were opposed to the charter to meet at the Town Hall on April 14 to organize for its defeat.

The division between those for and those against the change to the city form of government was not along party lines but represented a fundamental difference of opinion. By it the town was divided into nearly equal camps, and feeling was strong.

Those in favor of the change believed that Lynn had become too large to transact its public affairs efficiently in a town meeting. In 1850 there were just over twenty-five hundred registered voters — far more than could be seated in the old Town Hall. As the meetings were crowded, they were at times somewhat disorderly. There was also a feeling on the part of some of the more solid citizens that attendance at town meetings was sometimes too largely made up of those who paid little more than a poll tax and were inclined to be extravagant with the town's funds. It was hoped that a city council, made up of representative men from all parts of the community, could manage the public business more competently. In addition to these practical considerations there was a general feeling of prosperity and an almost youthful assur-

age of seats. They recommended that the meetings should be held in the Lyceum Hall, which was much larger than the Town Hall, until the town could afford to build a new hall large enough to accommodate the voters. "What a beautiful sight it would be," said the report of the Committee of Twenty-one to those opposed to the city form of government, "to see the twenty-five hundred freemen of Lynn, seated in their noble, plain, and simple hall (built out of the money which would have been wasted upon city folly), discussing and deliberating upon their public concerns and conducting their business with propriety, order and decorum." The same solution of the problem is suggested rather colloquially in a letter to *The Bay State*, April 18, 1850: "We like to go to Town Meeting and see our old friends and should go more often if there was a chance to sit down. Maybe Uncle Ben [Benjamin Mudge, the Moderator] could have kept the boys still if there had been seats enough."

The charter was rejected on April 20, 1849, by a vote of 838 for and 950 against it. This seems a small vote, considering the feeling and debate which had preceded it.

When the warrant for a town meeting to be held April 1, 1850, appeared, it contained an article "To see if the Town will petition the Legislature to grant them a city charter." At this announcement the Committee of Twenty-one, appointed the year before by the citizens opposed to the charter, sprang into action with a broadside: "Freemen of Lynn! Last April after the charter had been defeated, a meeting of those opposed was held, and they voted to keep up their organization. The undersigned were named a Committee of Vigilance and instructed to call a meeting if the scheme should be revived. The time has come! We therefore request all citizens, without distinction of party, opposed to a city form of government to assemble at the Town Hall this evening, March 28th, to adopt suitable



HON. GEORGE HOOD, FIRST MAYOR OF LYNN

measures to defeat the proposed application for a city charter." The meeting was held, and another pamphlet stating the arguments against the city form of government was issued.

However, at the town meeting on April 1, it was voted, 342 for and 251 against, to petition for a charter, and a committee of fifteen was chosen to take the matter in hand. The charter was enacted by the Legislature on April 10, and the date for the vote upon its acceptance was set for April 19.

The Town Committee of Fifteen had the new charter printed and distributed among the voters. The Committee of Twenty-one came out with another broadside, which began, "Down with the City Charter!" and ended, "Here we are all free and equal. Let

us forever remain so. Rally every freeman to the polls and devote the day to the defence of Liberty and Equal Rights!" The pages of both *The Bay State* and *The Lynn News* were filled with letters for and against the charter, and, as *The Bay State* remarked editorially, "The steam was pretty well up."

On April 18, 2034 votes were cast, of which 1047 were for and 987 against the adoption of the charter. It was a narrow margin of 60 votes, but the majority had spoken, the charter was accepted, and Lynn was a city!

The final step was the election of the officers who should put the new government into effect, and here again the community was divided into two rival and nearly equal camps. Those who had won the fight for the charter felt that it would be fitting for them to be the first to hold office. Those who had opposed the charter declared that they were not to be "disenfranchised" because they had expressed an honest opinion. The first group drew up a slate of candidates for office known as the Citizen's Ticket, headed by Thomas Bowler. Mr. Bowler was well known to the voters from his years of service as Town Clerk and Treasurer. A letter to *The Lynn News* of May 2 advances an interesting reason for his election: "The emoluments of the office would relieve him in part from manual labor, now required for his daily support, and which his frail constitution is barely able to sustain." The second group, those who had opposed the charter, presented a slate known as the People's Ticket, headed by George Hood as their candidate for Mayor.

Mr. Hood was a well-known, active, and influential citizen who had been associated with many of the worthwhile enterprises of the town. He was born in Lynn in 1806 but lived as a boy in Nahant, which was then a part of Lynn, and attended school there.

He learned the shoemaker's trade and at the age of twenty-two went to what was then the Far West to make his fortune selling shoes. John C. Abbott accompanied him, and the two young men opened a store in St. Louis where they sold Lynn shoes to the pioneers. Later they established a branch in Natchez, Mississippi. Mr. Hood returned in 1835 and from that time to his death in 1859 was a successful commission merchant dealing in shoes and



HOME OF MAYOR HOOD, ON ESSEX STREET, AS IT LOOKS TODAY

leather. His office was in Boston but his home was always in Lynn. His house, with its tall pillars, may still be seen on Essex Street, just below High Rock. When notified of his nomination as Mayor, Mr. Hood said that he would accept on one condition — that a ticket composed of the best men from all the political parties should be selected. As he said, "In the management of our local concerns, there is no necessity for party spirit."

The campaign was very spirited. There were meetings and speeches, letters to the papers, and broadsides. *The Bay State* was

for Hood, the *News* for Bowler. However, election day, which had been set for May 3, came at last. ("The sun rose in the morning as usual," said *The Bay State*.) A very large vote was cast, 2222 of the 2525 registered voters going to the polls. It was estimated that more than half of the 303 missing voters were in the California gold-fields. Mr. Hood received 1123 votes, Mr. Bowler 1082 — a margin of 41 votes for Lynn's first Mayor.

The organization of the new government took place at Lyceum Hall the morning of May 14, 1850. According to *The Bay State*: "The day was pleasant and beautiful. The hall was filled with citizens and ladies, and the proceedings were conducted in a harmonious and admirable manner." The Chairman of Lynn's last Board of Selectmen, Charles Merritt, made a speech in which he reminded the new officers: "Quite a large number of our citizens were opposed to this change; but we are enabled, from a knowledge of the character of our people, to say that their opposition will not be continued, if in the new administration there shall be found an honesty and fidelity of purpose in the discharge of your duties.

The people ask nothing more, they will be satisfied with nothing less."

Mayor Hood's inaugural address showed a sober appreciation of the task ahead. "The duty of putting the new government into operation is one of great responsibility. . . . Much depends on the manner in which the work is commenced. The precedents which we shall establish will have an important bearing upon its success. . . . There is much truth in the remark that 'The world is governed too much' . . . The proper course for a local government like ours to pursue, is to keep strictly within the line of its duty, in the management of public concerns, leaving individuals as free as possible, so long as they do not interfere with the rights of others."

The day ended with a procession through brilliantly illuminated streets to the Town Hall on South Common Street, where there was a large public dinner and toasts were given to the founding fathers, to the old town, and, in a fitting climax, Mayor Hood responded to a toast to "The City of Lynn! May its course be as glorious as the history of the Town has been venerable, honest and true!"



THEN

BREED SQUARE
("AUNT MARY" BREED'S HOUSE AND THE TOWN PUMP)



NOW

The Growing City

DEVELOPMENT

In 1850, because of the railroad, Central Square was rapidly becoming the chief business center of Lynn. The main streets in this section, Exchange, Market, and Union, that had been residential were changing over and beginning to have small businesses and offices as well as dwellings. Over Exchange and Market streets at the grade crossings were tall signs reading: "Railroad Crossing. Look out for the engine when the bell rings." These were replaced by gates in 1894, and in 1913 the grade crossings were eliminated, and the trains ran on a viaduct.

Mount Vernon Street was a lane, with a school on the hill at the upper end. At the foot of Union and Market the tide made up, though Union and lower Market streets had had their condition considerably improved by gravel from the railroad excavation. Along Union east of Silsbee were Smith and Estes fields, and beyond Baldwin and Joyce streets open country. Between West Green and Lincoln streets were ledges. The section around Willow and Oxford streets was mostly untenanted.

The streets were not paved when Lynn was first a city. It was not until 1882 that the first street, Munroe, was paved with granite blocks. However, as early as 1873 concrete crossings began to be laid. These were swept by men with brushes and trash barrels, while the streets were sprinkled from horse-drawn water carts, to lay the dust, until well into the 1900's. The curbs were high, and as early as 1854 there were some brick sidewalks. It was ruled that granite curbs would be set if abutters would furnish and lay the bricks. By 1876 it was

noted that "the streets are level, in good repair, wide enough, sidewalks being improved by brick and asphalt. There were stones or blocks in the streets before, now layers of crushed stone covered by gravel." This topping has continued to be put over old blocks, making a cheaper and more permanent job. In 1923 the first vacuum street sweeper began its work. In the 1920's the city cleared sidewalks of snow with horses and small plows. Now only the streets are cleared with city equipment and privately owned trucks with plows attached.

The opening of new streets and the erection of buildings are more frequent in prosperous times, and those periods since 1850 have been as follows: the early 1850's when business was stimulated by the discovery of gold; after the Civil War, 1865 to 1873 (from 1869 to 1873 more miles of streets were laid out than in any previous five years in the history of Lynn); after 1883 when the electric works stimulated the development of real estate in the whole western section of the city; in the 1920's a general period of national prosperity; and after the close of World War II.

From a comparatively small town surrounded by great areas of open country and woods Lynn has built houses and expanded until the original, essentially narrow strip from the Turnpike (now Western Avenue) to the Swampscott line is but a small part of many residential sections. As a natural course the sections near the center of the city were built up first, but even there progress was slow; and it was not until 1872 that Central Avenue was cut through. Until then to get from City Hall Square to Central

Square necessitated a trip down Market Street. In the 1880-90 decade the great development was in West Lynn, owing to the building of the General Electric Works. Then came the building up of the Lakeside district; after that the chief growth was in Wyoma Village. The northern part of the city was the next to grow, and now great strides are being made in the section between Lynn and Lynnfield.

In 1853 illuminating gas was first manufactured, but it was 1860 before Market Street had gaslights. By 1882 there were along the streets 313 gas-burners and 253 kerosene lamps. From 1912 to 1927 electric lamps of various designs were installed for residential, business, and traffic sections, and Lynn became famous for its well-lighted streets.

Troughs for watering horses, and granite hitching posts lasted into the age of the automobile, after 1900. There were cisterns also in the middle of the streets to serve handtubs in case of fire. Railroad engines were supplied with water by way of a wooden pipeline from a large cistern at the corner of Essex and Rockaway streets. So disastrous were fires in the business district in 1868 that in 1870 the Water Department

began to install hydrants, with the first one on Federal Street.

By 1926 automobile traffic was presenting problems, and the first traffic lights of their kind in the country were installed at the corner of Western Avenue and Washington Street. Now they exist at all heavily traveled intersections. Parking meters, the modern equivalent of hitching posts, began to line downtown streets in November 1948.

FLOATING BRIDGE

Floating Bridge, an old Lynn landmark for over a century, held the distinction of being the first pontoon bridge in America and was the center of attraction for many summer visitors from all parts of the country. It was first constructed in 1804 as a necessary link in the Boston-Salem Turnpike.

When Captain Moses Brown and the Turnpike builders reached the northeastern part of Lynn, they were faced with the problem of bridging Collins Pond. This pond had a soft, peaty bottom which made it impossible, with their equipment, to drive piles to a sufficient depth to support a bridge. The engineers then reported that the pond had "no bottom," meaning no



MARKET STREET FROM CITY HALL SQUARE



NOW



THEN

BUCHANAN BRIDGE
(CALLED FLOATING BRIDGE)

NOW

solid bottom, and thus gave rise to an erroneous impression that lasted many years.

Captain Brown was authorized to bridge the pond as best he could, and a bridge 511 feet in length was constructed. It was virtually a raft moored at the ends, which were embedded in trenches dug in the shores of the pond at each of the approaches. In order to make the bridge flexible and conform to the varying heights of the water, the timbers were joined together by dowels. While the bridge bent upward to accommodate the increase in water level, it also bent downward with heavy loads, and the bridge was submerged at times.

Circus men and menagerie-owners often had difficulty at this bridge, in that elephants, after testing the bridge with first one foot and then the other, refused to walk over it. They preferred to swim the pond or plunge through the woods. The timidity of the animals added to the general belief that the pond was bottomless. This assumption was proved false in 1900 when piles were driven for a railway bridge north of the Floating Bridge.

Agitation for a modern bridge began about 1915, when residents of the Fay Estate area, fearing fire, felt that they were re-

ceiving inadequate protection because of the bridge. Chief Chase at that time reported that he drove a steamer over the bridge to fight a grass fire and the water came up so high owing to the weight of the vehicle that it put out the fire in the steamer.

This historic old bridge was replaced by the present modern structure, Buchanan Bridge, which was opened to traffic November 5, 1921. The present bridge is also unusual in that it is one of the few "submerged bridges" in this part of the country. The lower part of the bridge extends below the water line, so that the bridge appears to be a solid isthmus across the pond.

April 23, 1923, the bridge was formally dedicated in honor of Matthew L. Buchanan, World War I hero. Buchanan was the first Lynn youth to give his life in that war. Born in Lynn, February 9, 1896, he enlisted July 10, 1914, and was killed in action in Apremont, France, April 10, 1918. A suitable tablet was erected by Overseas Post 240, V.F.W.

TRANSPORTATION

It was back in 1832 that the first train ran through Lynn on the Eastern Railroad.



THEN



CENTRAL SQUARE

NOW

In speaking of the depot built in 1848 David N. Johnson said: "It was not noted for the amplitude of its accommodations or the elegance of its design. Models of this structure were never seen in any gallery of art, nor any designs preserved in any manual of architecture." It was of brick two stories high with an arched roof attached. In 1850 it housed an ice-cream "saloon" and, under the stairway a peanut and doughnut stand. The upper floor was used at one time as a bicycle rink and then as a recruiting office. During the 1840's some boys had smeared the windows with grease, and so the station became known as the "Old Sausage Filler."

During the late '60's and early '70's a "depot war" influenced not only the site for a new station but also the election of a mayor. One faction wanted the depot built near Central Square, where they had investments; the other group wanted it on the westerly side of Market Street. A law passed in 1864 forbade the abandonment of any passenger station without consent of the Legislature, and in 1868 the Legislature ordered the road to erect a suitable building on the old site. The upshot of the "depot war" was two handsome and costly stations: one in Central Square, and the other on Market Street. The latter was torn

down in 1873 only a few months after completion; the former was destroyed by fire in 1889, and the present building was erected and opened to the public on March 3, 1895.

After much competition and bickering the Boston and Maine Railroad leased the Eastern Railroad in the 1880's. The former concern favored abolition of all grade crossings, but it was not until much argument and legislation had taken place that a satisfactory bill was passed and work was begun on the elevation of tracks at crossings. The biggest job was that accomplished in Central Square; the work was complicated by the fact that at the same time a four-track system was replacing the old double tracks. It was an important day in August 1913 when the first passenger train passed over the elevated tracks. Crowds of curious people gathered at all stations and overpasses.

In October 1926 the B. & M. announced its intention of abandoning through service on the Eastern division and making Portsmouth the end of the line. For the next year Lynn officials and businessmen, as well as those of all neighboring communities, were up in arms and organized to resist the move. It meant loss of as much as two days in shipments and a delay of many hours for pas-

sengers. However, the company insisted that the line was not paying expenses, and won the argument.

Lynn was also served by another railroad from 1875 until January 1940—the Boston, Revere Beach and Lynn, better known as the Narrow Gauge. A small group of men formed an association “for the organization of a corporation . . . for constructing and operating a steam railroad from East Boston to Lynn.” The men worked hard, secured the right of way, built a railroad and ferry slip, secured locomotives, passenger cars, and ferryboats, and opened the line to the public on July 28, 1875, only 100 days after obtaining their charter. At first there were three locomotives, the Orion, the Pegasus, and the Jupiter; the fare was 20 cents single, 35 cents “go and return,” and seven rides for \$1.00. By 1913 the railroad boasted 23 locomotives, nearly 100 passenger cars, and 4 ferryboats.

The Lynn depot had been the old Revere House, a dwelling place for families and transients. It became a familiar landmark to thousands of commuters who preferred the Narrow Gauge to the Boston and Maine.

With equipment supplied by the General Electric the Narrow Gauge was electrified, and the first electric passenger train ran in October 1928. The following month the last steam train ran. The road continued in

operation until January 29, 1940; by June of that year all the road’s equipment had been sold, and the station was razed in November. The Boston, Revere Beach and Lynn Railroad had been one of the few successful narrow-gauge roads in the country.

The first street railway in Essex County was run by the Lynn & Boston Railroad Company in Lynn and was opened to travel on Thanksgiving Day, November 29, 1860. Horsecars were used, the equipment consisting of 2 boxcars, 19 horsecars, and 8 men. Anyone was allowed to ride free on this first day, and 2500 people took advantage of the offer. The route was along Western Avenue to Market Square, down South Common Street to Market, to Broad, to Chestnut Street, which was as far as the tracks were then laid. It is recorded that more than once the cars jounced off the track, causing all passengers to disembark temporarily, but the ride was heralded as a great success nonetheless.

In 1875 the Lynn City Street Railway Company was formed. Martin V. B. Mower, who conducted a leather business, was the president. Most of the officials and stockholders owned land up Essex Street way and hoped to build up that section of the city, so they leased the tracks which ran from Central Square to Essex Street by way of Union from the Lynn & Boston Railway



THEN



CITY HALL SQUARE

NOW



THEN



NOW

OXFORD STREET AT CORNER OF MARKET STREET
(RESIDENCE OF SAMUEL M. BUBIER ABOUT 1866)

Company. This line had the distinction of having a woman collect fares. Mrs. Mary S. Stone, of 13 Essex Street, who worked as bookkeeper for Mr. Mower, collected the fares on the car which started from in front of her house at 6:45 each morning. She did this for three years, "always paid her own fare and did not receive a penny for her voluntary work."

Amos F. Breed, who was the president of the Lynn & Boston Railroad Company from November 17, 1875, until his death in 1900, developed what became the best suburban car system in this part of the country, thus making it easy for those living on the outskirts to get to their places of business. In those days of horsecars the drivers and the conductors received \$28 a month.

The first electric cars to run on the streets of Lynn went over the Highland Circuit line. *The Lynn City Item* for November 23, 1888, carries the following: "At 8:30 on Monday morning (November 19, 1888) a car was hauled to Essex Street where an electric motor was installed. . . With William G. Owens as engineer and John E. Cole as conductor, the car started at 8:40. It took six minutes to run to Central Square, then it went up Union, Ireson to Rockaway

and the Highlands." It was considered that the Highland Circuit was the greatest test to which electricity was put in running streetcars. "The test in Lynn came in running the car up and down steep grades, with successful stops and starts."

In 1899 the Lynn & Boston Railroad Company was taken over by the Massachusetts Electric Company, a holding company organized by two bankers. In 1901 the Boston and Northern, a large operating company, was organized, embracing some 23 electric railways north of Boston. This company continued operating the streetcars in Lynn until about 1915, when the Bay State Street Railway Company took over. In 1918 the Eastern Massachusetts Street Railway Company began to operate the lines in Lynn.

The Eastern Massachusetts started changing from electric streetcars to buses in 1933. July 2 saw the first bus trips along the Lynn Woods and Peabody routes. Over a period of several years streetcars gave way to bus service. The West Lynn carbarn was renovated and an addition built to accommodate the numerous buses. The last streetcar was run over the Cliftondale route in June 1937, while the first bus to Boston ran in August 1935.

THE SHOE INDUSTRY

The revolution that power machinery brought to Lynn's shoe industry in the middle of the nineteenth century left little of the city's life untouched. A celebrated exception is the tradition of superior craftsmanship that has long been associated with local industry.

As early as 1764 the Boston *Gazette* was to comment: "It is certain that women's shoes made at Lynn, do now exceed those usually imported, in strength and beauty, but not in price." With the arrival, some fourteen years earlier, of John Adam Dagyr, "the celebrated shoemaker of Essex," had been instituted a progressive influence that has made Lynn notable among all manufacturing cities.

The tone of fine workmanship once established, the shoe industry expanded so that toward the close of the eighteenth century Ebenezer Breed found it worth his while to invite shoemakers of particular skill from abroad to augment those who were already turning out the finest women's shoes in the nation.

The community, which in 1800 had been little more than an obscure shoemaking village, by 1845 had watched its chief manufacturing areas grow, had faced tariff crises, welcomed a new railroad, and was sending

out shoes throughout northern New England to be made up during the seasons when outdoor work was slack. By 1856 Lynn was paying more than one eighth of the total annual tax assessed upon boots and shoes for the whole of the United States.

At this time the only piece of machinery employed in Lynn shoe manufacture was the grindstone, and the closest thing to a factory plan was the use of storing and cutting rooms from which leather and other materials were distributed in lots of sixty pairs (a case) or more at a time to be made up. However, there were brought out during this period inventions that would transform the industry during the years following the half-century mark. About the time that Mr. Perry Newhall was establishing what was to become a tremendously successful venture, supplying shoemakers with soles, there appeared Richards's sole cutter (1844); in 1848 came Parrott's machine for improving the manufacture of uppers, followed by Winslow's first patent for a Congress boot; and in 1852 Howe's sewing machine was given its initial test in Lynn. Ten years after that the McKay stitcher made its debut, and in 1867 the Goodyear turn and welt machine and Johnson's beating-out machine. Lynn men, Thomas Hart, William Neely, Eugene Phelps, and others, all contributed to the tide of invention, but



THEN



LIBERTY SQUARE

NOW

the greatest Lynn invention of all was Jan Matzeliger's lasting machine, made of scraps of wood in a tiny Munroe Street room by a young man from South America who died here at the age of thirty-six.

Before 1840 the shoemaker might generally have been found in one of the hundreds of small, boxlike buildings in the backyards of Lynn family dwellings, bringing his hammer down on the lapstone while participating in a debate among the shop's workers over theology or the relative merits of local fire kits. This shoemaker was distinguished for his well-informed opinion, independence of thought, and pride in his vocation. Historians draw particular attention to the number of shoemakers who later became statesmen and journalists.

With the advent of steam power, machines, and a new approach to manufacture, the shoemaker found himself in a long narrow building constructed so as to make the most of window space; and where he had previously made a shoe from start to finish with perhaps as many as thirty tools, he now performed one particular function, while thirty-odd other workers each contributed a single operation. He emerged at the dinner signal with a flood of men and women who filled the streets and spilled over into alleys, areaways, and down railroad tracks in such a rush that more than

one pedestrian was killed by an unexpected train.

It is interesting to witness the fact that the owners of factories were themselves in some instances uncertain of the merits of the new way of doing things. At times they were known to say publicly that the new methods were undoubtedly efficient, but that they felt no personal assurance as to whether the system would prove, in the long run, beneficial to the community. The workmen were often far less uncertain. They saw in the machines equipment for building up their employers' capital but found no corresponding recompense for themselves, and so sometimes revenged themselves on stitching and lasting machines by making them do poor work, hoping to discourage manufacturers from putting more men out of work by installing additional machinery.

Where formerly there had been work enough to keep all the shoemakers busy for the year round (some preferring to farm in the summer, and make money pleasantly during the winter by producing a case or so of shoes a month during the cold weather), now there were seasons of furious work to make up the materials at hand, and then long days of aggravating waiting for demand to take up the shoes in the warehouses, that more cash might be released to purchase materials



THEN

BOULEVARD AT THE FOOT OF NAHANT STREET



NOW



HOTEL NAHANT, ON LYNN BEACH NEAR
PRESENT METROPOLITAN BATH HOUSE

for the next batch. The uncertainties of such an arrangement necessarily provoked first unrest and then tentative reforms, such as the order system which was adopted before the twentieth century. Lynn wages in the early 1900's were higher than those of the outlying districts.

Throughout the history of Lynn shoemaking there had been growing a movement toward trade unionism, adapting itself to each development in the craft, and in many instances being encouraged by the manufacturing group itself. These manufacturers were, as late as 1900, almost without exception men who had risen from the ranks of journeymen cordwainers and who had managed their business with full knowledge of all the labor involved. There had been a seventeenth-century organization known as the Corporation of Shoemakers, whose records were supposedly destroyed in the mob demonstrations of 1765. Various groups met under hopes of mutual benefit, education, and so forth; there were strikes in 1834, and a long-remembered one in 1860. In 1869 a strong union, known as the Knights of St. Crispin (patron saint of the trade), appeared and stated definite aims and announced an intention of attracting other groups and "turn unions." By 1884

the journeymen shoemakers organized to ensure their own prosperity and the continued excellence of craftsmanship within the trade. In 1912 a movement was made to unite the shoe unions into one group; today most of Lynn's shoemakers are affiliated with either the Brotherhood of Shoe and Allied Craftsmen, A.F. of L., New England local, or the United Shoe Workers of America, C.I.O.

Reforms were needed to stop the country manufacturers from paying unorganized groups low wages that permitted shoes to be sold at low prices that would eventually leave city warehouses full of goods, and the city shoemakers to wander about among the quiet buildings. Veteran shoemakers resented, too, the fact that novices, with a small amount of training, could make equal wages at the machine. A union operating in 1884 began publishing a newspaper called *The Awl*, which is generally considered the first printed organ of Lynn shoe unions, and this was succeeded by *The True Working-man*.

The history of our primary local industry contains the stories of numerous crises. The American Revolution, which gave great impetus to the industry, with Lynn receiving



WEST FROM RED ROCK BEFORE THE
LYNN SHORE DRIVE WAS PUT THROUGH



THEN

BROAD STREET WEST FROM WASHINGTON SQUARE



NOW

a lion's share of the demand for shoes, also left in its backwash a heretofore small difficulty now grown to large dimensions. English shoes manufactured at a low cost flooded the country, and through the efforts of Ebenezer Breed and Robert Morris adequate tariffs were obtained. The Civil War gave Lynn again a great surge of industry, and with the increased demand came a program of building. In 1889 Lynn's great fire swept away most of these constructions, and they were replaced by the brick factories we know today. In the Vamp Building Lynn boasted the largest shoe building in the world. This factory was the largest under one roof, being eight stories high and situated on four streets.

Nevertheless the twentieth century ushered in a period of diminishing prosperity for the industry in this city. In 1899 New England produced 62 per cent of the nation's footwear, but now the quantity has been reduced to 32 per cent. The historical birthplace of the national shoe industry has been brought to a state of emergency and what has been described as the greatest collapse of the shoe industry in history. Surviving the postwar "dumping" of Central European shoes in the 1920's, which was finally countered by a tariff, and suffering

in turn the problems induced first by the OPA's restrictions and then by their cancellation after World War II, the industry has weathered with only moderate success the threat of labor-management disputes and the enticements of advantages offered by other communities. Again there is a cry, also, that foreign-made shoes are being sent into the country to drain further the industry of its strength.

Someone has speculated that the soil here must be half made up of scraps of leather; perhaps it is. There have been better than three hundred years of shoemaking, not counting the work done by the Indians who lived here before Ingalls settled by his brook. In the early seventeenth century the fences and branches in Lynn were already so hung with drying hides that they were a hazard likely to make horses shy or to ruin a lady's skirt. There were nearly two hundred years of shoemaking on a guildlike basis, when it was a proud moment in a boy's life to go "casioning" or "bossing," with his own work in a basket under his arm. Now he learns the trade if he likes, at the Lynn Independent Industrial Shoemaking School, established in 1918 and the first of its kind in the country.

The man who observed that Lynn's coat

of arms should be a "bullock's hide with shoestrings pendent, surrounded by a last, with awls en barbette," recognized the prime importance of Lynn's first industry. For one hundred years Lynn has been widely known as the Shoe City.

THE GENERAL ELECTRIC COMPANY IN LYNN

The Thomson-Houston Company had its beginnings in a small machine shop in Philadelphia in 1879. At that time Elihu Thomson designed and invented a dynamo that would run eight arc lamps in a series. The first plant was installed in a bakery that same year "for use at night."

The American Electric Company of New Britain was organized in 1880 to manufacture the dynamos on a larger scale; the controlling stock was purchased by the Brush Electric Company of Cleveland.

Three Lynn business men, Silas Barton, Charles Coffin, and Henry Pevear, hearing of the new business, visited New Britain to investigate. They were favorably impressed and made arrangements to secure a dynamo and lamps. In 1882 a small arc-light plant was brought to Lynn and in-

stalled in the Lenox Building on Market Street.

A group of men, including the three mentioned above, decided to enter the new business venture, bought out the Brush Company, and reorganized the American Electric Company. In 1883 the Connecticut legislature allowed the company's petitions to (1) change its name, (2) increase its capital, and (3) remove from the state.

Seventy-seven men, tools, and machinery were transferred to Lynn in September-October 1883 and housed in part of a building on Western Avenue. The company developed rapidly and a year later employed 144 men. The Thomson-Houston Company was formed April 1886 with capital stock of \$250,000. Officers included: president, H. A. Pevear; vice-president, C. A. Coffin; treasurer, S. A. Barton; electrician, Elihu Thomson. Professor E. J. Houston, who had secured patents with Thomson, did not come to Lynn.

A young Belgian immigrant, Charles J. Van Depoele, who for years had been experimenting with electric motors and propulsion of streetcars and had received a patent for trolley-run streetcars, was hired by Thomson-Houston in 1886. Two years



THEN

VIEW FROM HIGH ROCK



NOW

later the company electrified their first streetcar line—about one and one-half miles at Crescent Beach.

Meanwhile Thomas Edison and the Edison Electric Company were becoming famous in another part of the country. The Edison Company and Thomson-Houston, the two largest electrical companies in the country, decided to join forces and combine patents and research facilities. So in 1892 the new General Electric Company came into being and began operating under its new name on June first of that year. Charles Coffin was elected president; Eugene Griffin, first vice-president, and Samuel Insull, second vice-president.

It was during this same year that Charles Steinmetz, mathematician and electrical engineer, came to the General Electric in the Calculating Department.

The General Electric was one of the first industries in the country to realize the need of on-the-job training for young men in order to have a supply of skilled workmen when needed. In 1902 the first class in the Apprentice School was formed. Since then thousands of men have been graduated from these classes.

In 1903 the General Electric had another

stroke of luck in securing the services of Sanford Moss. He had been experimenting with gas turbines and continued this work at the General Electric. Just at the close of World War I, before a group of Army officials, he proved the value of his turbo-supercharger, the forerunner of the G.E. jet engine.

A new group of officers took over in 1922. Gerard Swope became president and Owen D. Young, chairman. Under the new regime electrical equipment for the home was increased; electric refrigerators, washing machines, and vacuum cleaners became more plentiful.

During the past ten years the General Electric has grown rapidly, owing to the demands made by a country at war and readjusting to peace. Charles E. Wilson, president, and Philip D. Reed, chairman of the Board since 1940, steered the General Electric through the hectic war years.

To the Lynn division of the General Electric goes credit for producing many of the tools and engines necessary to win the war: aircraft gas turbines, signaling searchlights, arc-welding equipment, motors and generators, ship-propulsion gears, turbines, turbosuperchargers, radar-housing, and aircraft parts.



THEN

WESTERN AVENUE, CORNER OF CHESTNUT STREET



NOW

Today the Lynn division of the General Electric Company employs approximately 17,000 men, a decided increase over the original 77, and the present payroll is over \$1,000,000 a week. To such leaders as Charles Coffin, E. W. Rice, Jr., Gerard Swope, and Charles Wilson and to the inventive genius of Thomas Edison, Elihu Thomson, Charles Van Depoele, Charles Steinmetz, and Sanford Moss goes credit for the success of the General Electric Company.

CITY OF MANY INDUSTRIES

Though Lynn's claim to industrial fame has rested largely on her importance in the shoe industry and on the development of the General Electric Company, there have been from the very earliest days many industrial ventures with varying degrees of success, some of them quite unique. The early eighteen hundreds saw a number in operation. Mulberry Street is so named because of the attempt of some ambitious persons to grow silkworms commercially in Lynn. This was a natural accompaniment to the early industry of fabric-printing which was located near Sluice Pond in Dye House Village and listed along with bleaching and dyeing as "a business of some magnitude."

Near the present corner of Broad and Washington streets there was a section known in 1803 as the Black Marsh, and it was here that a saltworks was established in that year.

From 1829 to 1839 a whaling industry was carried on with headquarters at the mouth of the Saugus River. A wharf was built and the river dredged to accommodate the ships. This gave rise to the establishment of a shipyard since ships' carpenters were needed. So Gideon C. Bigelow started the business, and it is recorded that two ships were built. In earlier days there had been another shipyard in Lynn located near



SOUTH COMMON STREET



MARKET SQUARE. BOSCOBEL ON RIGHT



THE BOSCOBEL HOTEL AT MARKET SQUARE



IN LYNN HARBOR, BOSTON, REVERE BEACH AND LYNN RAILROAD DEPOT IN BACKGROUND

the site of the Broad Street Engine House, where two brigs and sixteen schooners were built, but this had been active about 1726 and had long since passed out of existence.

Along about 1835 an enterprising individual attempted India-rubber manufacture, but the business only lasted until 1841, the rubber industry being at that time in its infancy and still in need of extended research, since Goodyear had not as yet learned the secret of vulcanizing rubber. This factory was bought by a wallpaper-printing concern which lasted about twenty years.

Early accounts of the mills in Lynn make fascinating reading. They begin with the year 1633 when the first one was built by Edward Tomlins directly opposite the entrance to the present Pine Grove Cemetery. Following that date a series of mills are recorded located for the most part by Strawberry Brook or Sluice Pond. In fact Sluice Pond was so named because Edward Howell built a mill and sluice at Wyoma.

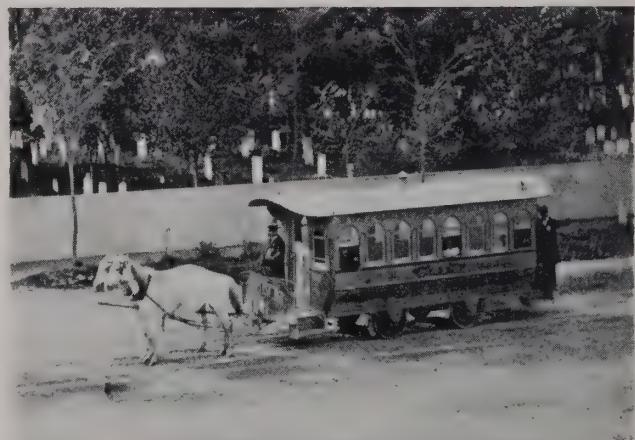
When Lynn became a city, mills were still operating here, and one of them was Breed's Mill at the junction of Walnut and Oak streets. In 1867 this mill was leased to two natives of Scotland who manufactured worsted yarns there with some success.

Near Breed's Pond there was an old shoe-kit factory operated by Theophilus N. Breed. He installed one of the first steam engines to be used in Lynn, and was busy for many a day furnishing shoe tools to the men in that trade.

The George E. Marsh Company was a soap industry that had its origin in East Lynn in 1841 and later established works in West Lynn, the year before the General Electric started the erection of the River Works.

At about the same time a glue business was established which flourished in Lynn for many years.

An interesting experiment in central heating was tried in 1880. The Citizens Steam Power and Steam Heating Company was organized to sell heat, piping it to factories and dwellings. But it was not a success, and several explosions coupled with other difficulties resulted in the attempt being abandoned. The company sold out to the Lynn Gas Company in 1889.



HORSECAR, TAKEN AT MARKET SQUARE



ONE OF THE FIRST ELECTRIC CARS

The first recorded meeting of what was afterward the Lynn Gas and Electric Company was held in the old Sagamore Building on Union Street on July 15, 1852. The first works were on Pleasant Street, but this land was not sufficiently extensive to meet the company's needs so in 1869 the land at the foot of Shepard Street was purchased to allow for expansion. In the early days the company's sole concern was gas; but later electricity became important commercially, and in 1888 a legislative act allowed the consolidation of the Lynn Gas Light Company and the Lynn Electric Lighting Company. It was on February 3, 1890, that the street lamps of the city of Lynn were first lighted by electricity.

The telephone came into use during the late 1800's. It has been said that from 1876 to 1881 there was only one telephone in Lynn, and that was a private wire that served to connect the office of the Breed & Sprague Coal Company with the wharf. In 1881 the telephone exchange came in with three regular operators and 175 subscribers. By 1896 the exchange had 360 lines on which there were 614 telephones.

The rise of the shoe business brought a number of companion industries to the city. For instance, in addition to firms dealing in shoe machinery and tools of the trade,

box factories sprang up, one among them, Hoague-Sprague Corporation, claiming at one time to be the largest paper-box concern in the world. This company traces its origin to the year 1851, when George Cushman came to Lynn from Amherst and established a small box business.

Lynn is also the home of the concern that is purported to be the oldest potato-chip manufacturing concern in the United States. The John Boyd Company, Inc., is the lineal successor to George Sleeper who made potato chips opposite the West Lynn Depot in the year 1868.

The panic of 1873 brought hard times to many people, among them Issac Pinkham. His wife, Lydia, who had been born in Lynn in 1819 of Quaker descent, had been taught by her mother to brew home remedies. She had used her talents along this line for the benefit of her family and acquaintances for years, and now it occurred to her that here was a way to help the family out of its financial difficulties. She decided to develop this idea as a commercial venture, starting her business in the kitchen of her home, and so founded the famous Lynn company that became incorporated ten years later.

It was during these early years when



SHOEMAKERS' STRIKE IN 1860

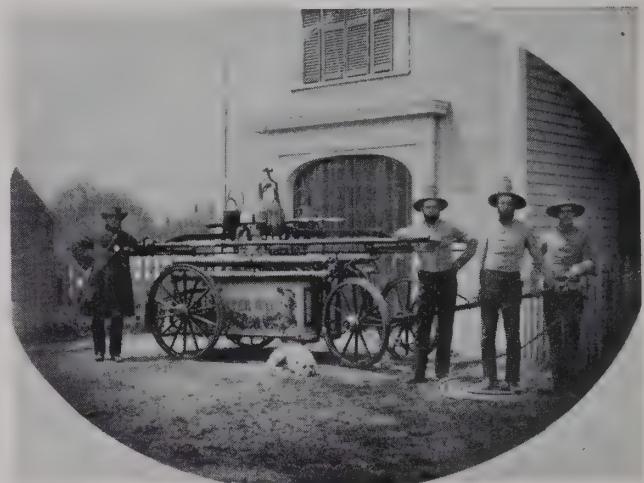
Lydia E. Pinkham was still struggling to establish her product that Josiah B. Blood started his well-known cash-and-carry grocery business in Lynn, employing a single clerk.

At the turn of the century there was a company flourishing in Lynn that was devoted to the manufacture of marking crayons, made both in chalk and in wax. Twenty-eight different colors were available, and the crayons were in such demand, especially by the shoe trade, that the business expanded from a small beginning in the cellar of a house on Lexington Street to an Eastern Avenue location where over one hundred persons were employed.

All this time concerns supplying the daily needs of the growing city of Lynn were being developed. Records show that the first cargo of anthracite coal was brought into Lynn on May 26, 1827, when the schooner *Mary Goodwin* unloaded 80 tons, at Breed's Wharf, and that it took almost one year for the firm to dispose of it. Prior to this time those in the fuel business had dealt in wood. Bakeries were established, restaurants begun, printing concerns flourished, and several of the city's important department stores trace their beginnings to the 1800's.

Wherever business and industry develop, banks are needed. However, it took our forefathers a number of years to convince the state officials that a bank was really needed in Lynn. In the early 1800's Lynners had to resort to Salem banks to have their financial problems cared for, until they finally succeeded in establishing the first Lynn bank in 1814.

Grant's chain of twenty-five-cent stores was started in Lynn on Market Street on the site of the present Y.M.C.A. Building in 1906. Mr. Grant was employed in Salem when he conceived the idea of a department store in which no article would cost more than twenty-five cents. He came to Lynn to try out his plan and began by carry-



SILVER GRAY ENGINE COMPANY NO. 10

ing most of the load himself, buying goods in New York, then rushing to Lynn to unpack and check in the goods, training his own sales force as well. In the midst of all his rushing, one staid old citizen of Lynn, watching Mr. Grant work, said to him, "Honestly, it ain't moral for a man to work so cussed hard as you do."

The industrial growth of the city is reflected in the fact that men felt the need for establishing such organizations as the Lynn Board of Trade, which was formed in 1890, the Lynn Merchants' Association in 1897, the Manufacturers' Association



GENERAL ALARM

in 1903, and finally the Lynn Chamber of Commerce, which was established in 1913.

Lynn has always been a city of diversified industries and varied business enterprises, and this is as true of our city of over 100,000 residents in 1950 as it was back in the late seventeen and early eighteen hundreds when the hum of activity was heard along the banks of Strawberry Brook.

THE GREAT FIRE

The largest fire in the city's history occurred on November 26, 1889. Before that, Lynn had been very fortunate in its number of serious fires. From the time of the purchase of the first fire engine in 1797 Lynn's Fire Department had grown gradually with often long periods between any fires at all. In 1833 there was the first fire in thirteen years. This one was so bad that nothing could be done to save the building and clearly showed that the equipment and methods then in vogue were of little value. Up to this time each engine drew its water supply from its own "tub" or tank, which in turn was supplied from the nearest well or reservoir by buckets passed along by a line of men, women, and boys. Following this fire the small engines were replaced by larger suction engines which could take their supply directly from the reservoir, and three more engine companies were formed.

Although there were but few fires during the next ten years, there was considerable interest in the department, so that there was usually a goodly number of young men available to haul the engine to the fire and to "brake her down" when they got there. Alarms were sounded by ringing church bells, and each bell had an official bell-ringer who was paid \$5.00 annually. In 1835 the purely volunteer organization was replaced by a town-controlled organization, although the members of the department continued to serve without compensation.



FIRST MOTOR STEAMER



FIRST MOTORIZED HOOK AND LADDER



LADDER TRUCK, 1950



START OF GREAT FIRE OF 1889 AT BLAKE AND WILLOW STREETS

Steam fire engines appeared in the late 1850's, but the Lynners were hesitant about adopting anything new and untried. This caution, coupled with the limited water supply from reservoirs and wells, retarded the purchase of a steamer for some years. In 1864 two steamers were purchased, with others following until by 1880 all hand engines had disappeared.

The Fire Department grew gradually through the 1870's and 1880's, keeping pace with the growth of the city. An electric fire-alarm system was installed in 1871, and new fire stations were placed throughout

the city. Just before the conflagration of 1889 the Fire Department consisted of four steam fire-engine companies (and one in reserve), one hose company, three ladder companies, and two chemicals.

Lynn's big fire started in the four-story wooden Mower Block on Almont Street in the glove-kid factory of one Alex Cherboy when the draft from an open door blew the flame of an oil stove down around the burner, causing an explosion. The occupants, instead of giving the alarm promptly, tried to fight the fire, with the result that it gained great headway before the alarm was sounded. The fire spread rapidly to adjoining buildings, and before it was brought under control had completely gutted the area of Central Square, Munroe Street, Washington Street, Union Street to Liberty Square, Broad Street from Liberty Square to Exchange Street, part of Beach Street, Farrar Street, Exchange Street, Spring Street, and Mount Vernon Street. The loss was reported as \$4,959,000.

The rebuilding necessitated by this great fire marked the beginning of a new era in the history of the city.



BEACH STREET AFTER GREAT FIRE



"ITEM" SHACK AFTER THE GREAT FIRE

The Centennial City

CITY GOVERNMENT

In 1850 Lynn weathered the storm of a great political dissension that might well have kept the community split into diverging factions for many years, and became a city that has followed Mr. Hood's wishes. Its elections have never been along political-party lines.

When Lynn became a city, the administration was placed in the hands of a Mayor and a City Council, made up of the Board of Aldermen, eight in number, and the Common Council of twenty-five.

In 1910 Lynn changed to the Commission form of government, consisting of five Commissioners, one of whom was designated

Mayor. This lasted until 1917, when it was decided to return to Mayor and Council but in a slightly different form, which is our city government of today—a Mayor, four Councillors-at-Large, and one Councillor from each of the seven wards.

MAYORS OF THE CITY OF LYNN

GEORGE HOOD	1850-51
BENJAMIN F. MUDGE	1852
DANIEL C. BAKER	1853
THOMAS P. RICHARDSON	1854
ANDREWS BREED	1855
EZRA W. MUDGE	1856-7
WILLIAM F. JOHNSON	1858
EDWARD S. DAVIS	1859-60



CITY COUNCIL — 1950

BACK ROW, LEFT TO RIGHT: GEORGE W. DONOVAN, EDWARD A. SISON, ARTHUR J. CLANCY, WILLIAM J. CURLEY, MICHAEL J. CARROLL, THOMAS P. COSTIN, JR. FRONT ROW, LEFT TO RIGHT: EDWARD H. CAHILL, WILLIAM BOOT, M. HENRY WALL, MAYOR STUART A. TARR, CHRISTOPHER P. JOYCE, PASQUALE CAGGIANO

HIRAM N. BREED	1861
PETER M. NEAL	1862-65
ROLAND G. USHER	1866-68
JAMES N. BUFFUM	1869
EDWIN WALDEN	1870-71
JAMES N. BUFFUM	1872
JACOB M. LEWIS	1873-76
SAMUEL M. BUBIER	1877-78
GEORGE P. SANDERSON	1879-80
HENRY B. LOVERING	1881-82
WILLIAM L. BAIRD	1883-84
JOHN R. BALDWIN	1885
GEORGE D. HART	1886-87
GEORGE C. HIGGINS	1888
ASA T. NEWHALL	1889-90
E. KNOWLTON FOGG	1891
ELIHU B. HAYES	1892-93
CHARLES E. HARWOOD	1894-95
EUGENE A. BESSOM	1896
WALTER L. RAMSDELL	1897-98
WILLIAM SHEPHERD	1899-02
HENRY W. EASTHAM	1903-05
CHARLES NEAL BARNEY	1906-07
THOMAS F. PORTER	1908
JAMES E. RICH	1909-10
WILLIAM P. CONNERY	1911-12
GEORGE H. NEWHALL	1913-17
WALTER H. CREAMER	1918-21
HARLAND A. MCPHETRES	1922-25
RALPH S. BAUER	1926-30
J. FRED MANNING	1930-39
ALBERT COLE (in war service, 1943)	1940-43
ARTHUR J. FRAWLEY (Acting Mayor 1943)	1944-45
ALBERT COLE	1946-47
STUART A. TARR	1948-

1950

Mayor, STUART A. TARR

President of Council, M. HENRY WALL

Councillors-at-Large:

PASQUALE CAGGIANO
 EDWARD H. CAHILL
 ARTHUR J. CLANCY
 EDWARD A. SISSON

Councillors:

WARD 1—GEORGE W. DONOVAN
 WARD 2—WILLIAM BOOT
 WARD 3—MICHAEL J. CARROLL
 WARD 4—WILLIAM J. CURLEY
 WARD 5—M. HENRY WALL
 WARD 6—CHRISTOPHER P. JOYCE
 WARD 7—THOMAS P. COSTIN, JR.

*Lynn is represented in the Massachusetts General Court
 by:*

Beldon G. Bly, Jr.
 Frank E. Boot
 Walter A. Cuffe
 Norman E. Folsom
 Fred A. Hutchinson
 Robert T. Sisson
 Joseph F. Walsh

Senator from the 1st Essex District is:

THE HONORABLE CHARLES V. HOGAN

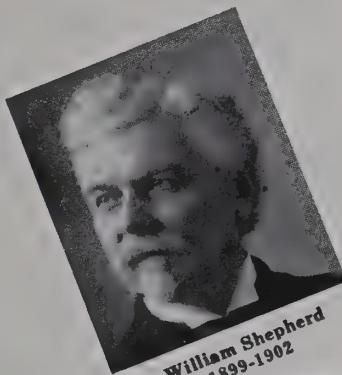
CITY DEPARTMENTS

Assessors (Board of)
 Auditor (City)
 Building Department
 City Clerk
 Collector (City)
 Election Commission
 Electrician (City)
 Engineer (City)
 Eviction Advisory Board
 Fire Department
 Health Department
 Law Department
 Library
 Lynn Independent Industrial Shoemaking School
 Mayor's Office
 Old Age Assistance (Bureau of)
 Park Department
 Pine Grove Cemetery
 Police Department
 Purchasing Department
 Sanitary Department
 School Department
 Sealer Weights and Measures
 Sewer Department
 Street Department
 Treasurer (City)
 Veterans Benefits
 Veterans Services
 Water Department
 Welfare Department

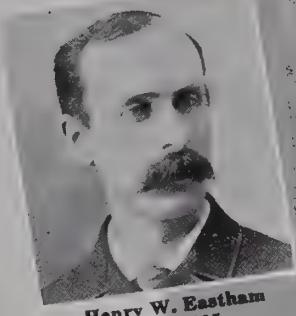
During its one hundred years as a city Lynn has grown from a community with a population of 14,257 in 1850 to 105,153 as shown by the last state census taken in the year 1945. People have come from many countries to make their homes in Lynn, bringing with them the heritage of their native cultures and greatly enriching the life of the city.

MAYORS

1900-1950



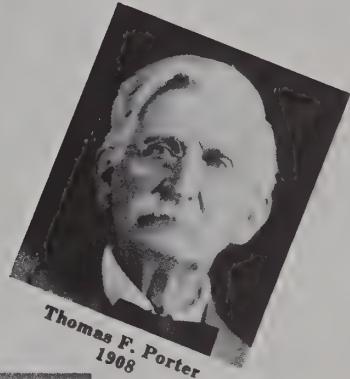
William Shepherd
1899-1902



Henry W. Eastham
1903-1905



Charles Neal Barney
1906-1907



Thomas F. Porter
1908



James E. Rich
1909-1910



William P. Connery
1911-1912



George H. Newhall
1913-1917



Walter H. Creamer
1918-1921



Harland A. McPhetres
1922-1925



Ralph S. Bauer
1926-1930



J. Fred Manning
1930-1939



Albert Cole
1940-1943
(In War Service)
1946-1947



Arthur J. Frawley
(Acting Mayor 1943)
1944-1945



Stuart A. Tarr
1948-



TOWN HOUSE, BUILT 1814

POLICE DEPARTMENT

At the present time Lynn's Police Department includes the chief and deputy chief, six captains, ten lieutenants, nine sergeants, 150 patrolmen, two police-women, and thirty reserve police officers, as well as a clerical staff. Motorized equipment consists of a dozen patrol cars and three ambulances. The modern police communication system is a great aid to efficiency. A two-way radio, with transmitting station on High Rock Tower and twelve receiving units in as many cars, makes instant contact possible between headquarters and men on duty in the patrol cars. By means of the red-light signal system, officers on foot can be reached at all times. The teletype system now in use is an invaluable aid to the department.

FIRE DEPARTMENT

The first piece of motor apparatus was a Knox combination for Chemical 3 on Tower Hill, purchased in 1910. It was followed early in 1911 by a Pope-Hartford machine, replacing Chemical 1 at Broad Street. By the end of 1913 the entire department was motorized. The horse-drawn steamers were supplied with gasoline-electric tractors, the bodies of the horse-drawn

hose wagons were mounted on Federal chassis, one steamer and its hose wagon were replaced by a motor pumper, the ladder trucks were supplied with three-wheeled tractors, and the various chemical engines were supplied with new motor chemical trucks or combination chemical and hose trucks. The department personnel was put on an all-permanent basis in February 1920, and the two-platoon system was adopted.



CITY HALL, BUILT 1867

All the early motor equipment has been replaced by more modern equipment, most of which was purchased between 1918 and the middle 1930's, the latest being the ladder truck at Federal Street fire station, purchased during World War II. The Fire Department now has in service nine 1000-gpm pumbers, four 750-gpm pumbers, four aerial ladder trucks, and one rescue truck. From the volunteer organization of 100 years ago there has grown a full-paid organization with a personnel of 311, including the administrative staff.

CEMETERIES

Lynn's oldest cemetery, the South Elm, is at Market Square; here is buried Moll

Pitcher, famous soothsayer of Revolutionary days, Alonzo Lewis, and many other important early citizens. Another old cemetery, the Eastern, is on Union Street, where are interred soldiers of the Revolutionary War, War of 1812, and the Civil War.

Lynn has two cemeteries connected with the Jewish faith: the Ahavas Achim Anshei Sfard and Chevra Mishni Anshi Sfard. There are three Catholic cemeteries: St. Jean Baptiste, St. Joseph's, and St. Mary's.

This year the Pine Grove Cemetery is celebrating its hundredth year as a municipal burial ground. It covers over two hundred and ten acres of rocky hills and beautifully terraced grounds.

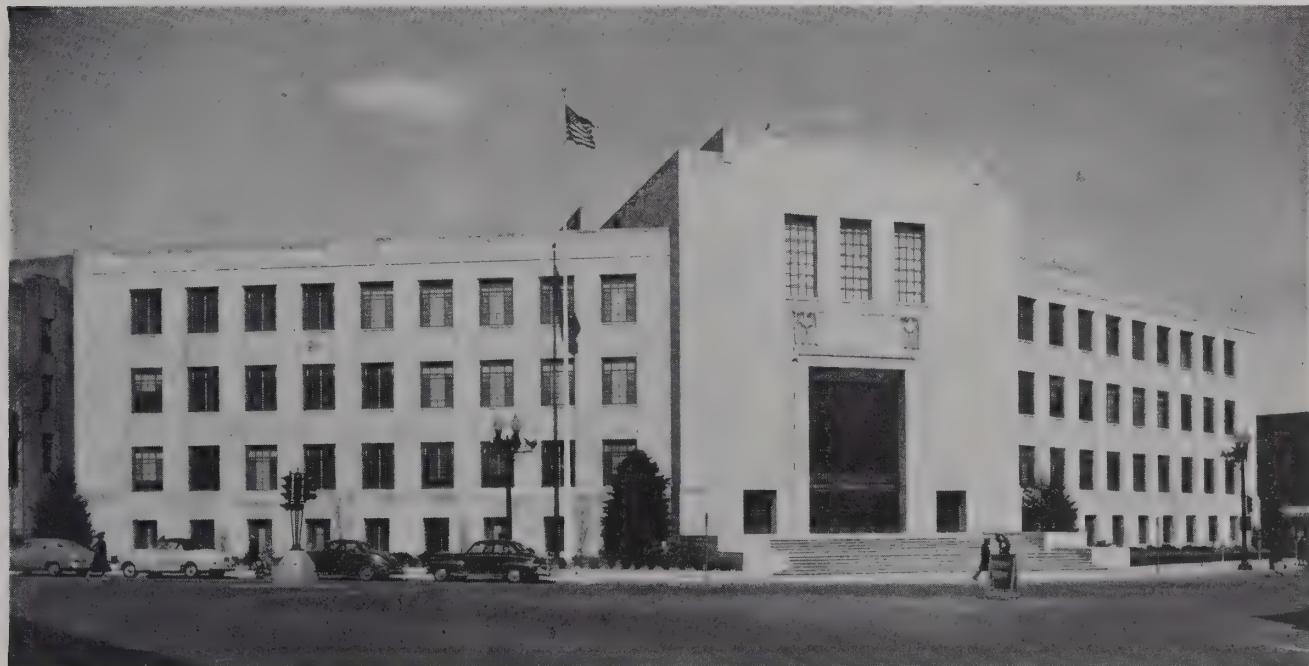
SCHOOLS

The year 1696 is the first one with any record of the fact that Lynn had a school. One hundred and fifty-four years later, in 1850, there were thirty-four public

schools, including one high school which had been established in 1849.

In 1886 the city had grown sufficiently to require a second high school. The new school was to be known as English High School. Accordingly in 1887 English High was established in the Cobbet Building on Franklin Street. In the same year the original school was named Classical High. Special classes for aliens were opened at Classical High in 1912. An act was approved in March 1916 to establish the Independent Industrial Shoemaking School.

Two junior high schools were introduced in 1917, and finally in 1924 the public schools of Lynn had been completely reorganized on the 6-3-3 plan; that is, six years elementary, three years junior high, and three years senior high. In 1923 education of the deaf was begun by the School Department, and its work with crippled children was started in 1930.



MEMORIAL CITY HALL AND AUDITORIUM, BUILT 1949



AERIAL VIEW OF LYNN

Vocational High became one of the three high schools in Lynn in 1945. The year 1948 saw the proposal of the kindergarten plan, which had to be postponed in 1949 owing to insufficient space in the schools.

In 1950 Lynn has three high schools, four junior high schools, and twenty-three elementary schools. The school system has expanded to include excellent service for children who are deaf, crippled, or have speech defects. Evening classes, adult-education classes, and classes for aliens are held. In addition to Lynn's public schools there are parochial schools, Greek schools, Hebrew schools, private kindergartens, and many others.

PUBLIC SCHOOLS

HIGH SCHOOLS

- Classical
- English
- Vocational

JUNIOR HIGH SCHOOLS

- Breed
- Cobbet
- Eastern
- Pickering

ELEMENTARY SCHOOLS

- Aborn
- Aldworth
- Bacheller
- Breed Elementary
- Brickett
- Burrill
- Chatham Street
- Cobbet Elementary
- William P. Connery, Jr.
- Eastern Elementary
- Euclid
- Edward J. Harrington
- Highland
- Hood
- Ingalls
- Lewis
- Lincoln
- Lynn Woods
- O'Keefe
- Pickering
- Sewell-Anderson
- Tracy
- Washington Community

OTHER SCHOOLS

- Burdett College, Lynn Branch
- Greek American School
- Greek Community School
- Junior Achievement of Lynn
- Lakeside Kindergarten
- Little Folks Private School
- Lynn Hebrew School
- Lynn Independent Industrial Shoemaking School
- Lynnholm School
- New England Banking & Calculating School
- North Shore Studio of Art
- Sacred Heart Parochial School
- St. Jean Baptiste School
- St. Joseph's School
- St. Mary's High School for Girls
- St. Mary's High School for Boys
- St. Mary's Parochial School
- St. Patrick's Parochial School
- St. Pius Parochial School
- Speedwell School
- Sue's Nursery
- Sunny Day Kindergarten
- Temple Beth El School
- Workmen's Circle Yiddish Folk School
- Wyoma Kindergarten

LYNN PUBLIC LIBRARY

Serving the community as an educational and information center for the past eighty-eight years, the Lynn Public Library has played an important role in civic life and development. Like its many New England contemporaries, the Lynn Public Library owes its origin to a popular institution of the early 1800's, the Social Library. The Lynn Social Library was established



LYNN PUBLIC LIBRARY, NORTH COMMON STREET



NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY BUILDING.
CITY HALL SQUARE

in 1815 by Alonzo Lewis and Richard Hazeltine, and library facilities were available under various private ownerships until 1862. At that time the Honorable Peter M. Neal, mayor of Lynn, and other farsighted citizens led the movement for a city-owned public library. In his inaugural address of 1862 Mayor Neal remarked: "I trust the day is not far distant when we can point not only to our free churches, free schools, and free press, but also to our free public library and say, 'Behold our defense against whose four-fold bulwarks oppression cannot advance. ' "

Later, in 1862, the city voted to accept the offer of the Library Association to transfer its books, valuables, and property to the City of Lynn to be supported and used as a Free Public Library.

This library of 3824 volumes has kept pace with the growth of the city, and today it represents an investment of over a million dollars. Its Central Library, made pos-

sible in 1900 by the gift of Mrs. Elizabeth Shute and the contributions of hundreds of citizens and school children as well as by the co-operation of the city, is a fine example of classic architecture and houses most of the library's 179,007 volumes.

Four branch libraries and five deposit stations carry the library to outlying sections. The many specialized services and departments, including the Children's, Young People's, and Readers' Adviser's departments, and the Hospital, Shut-in, and Inter-Library Loan services, combine to make the library's resources more accessible and useful to all.

Invaluable assistance is rendered each year to students, business and technical men, teachers, and workers by the Reference Department, and over 413,404 books are issued for home use by the Circulation Department annually.

Outstanding among the library's special collections is its file of Lynn newspapers, which is the only complete file in existence today. Its genealogical records are widely known, and inquiries are received from all parts of the country.

As one of the community's leading educational institutions the Lynn Public Library is a living fulfillment of the dream of Mayor Neal and the many other library benefactors who foresaw the library as a powerful force in the preservation of democracy and as "a bulwark against oppression."

LYNN HISTORICAL SOCIETY

The Lynn Historical Society was formed at the Oxford Club Hall on Friday evening, December 18, 1896. Its purpose was well defined in the invitation sent to a large number of people: "There are few cities in the United States that were settled at an earlier date than 'the towne of Lynn,' and while we may be many years later than our

sister cities and towns in the formation of a Society that shall have for its special object the gathering of valuable relics and data in connection with our local history, there is still much that can be accomplished. In addition to her wonderful success and growth, Lynn has an interesting and honorable history, and it should be our duty and our pleasure to collect and arrange for the information of our successors so much that is worthy to be preserved . . . ”

In January 1897 the first official meeting of the organization was held, at which time officers were elected with Philip A. Chase as president. The membership started with approximately one hundred and forty and grew until it reached seven hundred and fifty. In the 1920's and 1930's there was a decline, but in recent years the membership has grown again until it is now about three hundred and fifty.

The meetings are held on the second Thursday of every month from October through June. Some fine papers prepared

by members and others have been presented at the meetings, such as: “Yesteryear on Union Street,” “Newhall Street As I Knew It,” “Fifty Cent Side of Ocean Street,” and “Glimpses of Gold Fish Pond and Its Environs.”

A custodian is in attendance at the Society House daily, and the public is welcome to call and enjoy the collections pertaining to early America and life in early Lynn especially.

To make this Centennial more enjoyable the Society is arranging a special exhibit of Lynn and its one hundred years of progress as a city, as shown by photographs and articles such as the contents from the old City Hall cornerstone. The completely furnished shoe shop known as a “ten-footer,” which stands in the garden in the rear of the Society House, should not be overlooked.

COMMUNICATIONS

NEWSPAPERS

Lynn is famous among other things for its shoe industry, the General Electric Company, its beautiful woods and shore line, but is not well known even among its own citizens as a center of literature and journalism. However, since 1825 more than forty newspapers have influenced the local scene for better or for worse, until today when only two dailies remain. A living history of the community, these dailies and weeklies reflect the character, causes, personalities, and progress of the city.

In 1850 two newspapers flourished: *The Lynn News*, edited by Josiah F. Kimball, which was pro-Whig, and *The Bay State*, a Democratic paper. The editor of *The Bay State*, Lewis Josselyn, was a colorful newspaperman always in the thick of any controversy. After the city charter was endorsed, Josselyn and *The Bay State* waged a heated campaign to elect George Hood the first mayor of Lynn.



LYNN HISTORICAL SOCIETY, 125 GREEN STREET



GENERAL ELECTRIC COMPANY, RIVER WORKS

Then followed a period of many newspapers with more or less brief careers. Among these was *The Organ*, edited by Nathan Nichols from 1851 to 1854. It received its musical title because "the one great object we have in view is that of harmony." The *Lynn Record* (1872-1881), edited and owned by Jarvis L. Damon, was the only paper of its day in Lynn with a job office connected with it. *The Little Giant*, edited by William S. Post and published from 1869 to 1872, was at first a labor paper but later became a news organ of general interest. *The Lynn Transcript*, published every Saturday from 1867 to 1896 by Kimball, Nichols and Courtis from the Usher Building on Market Street, was a "local family newspaper devoted to the interests of our city."

The *Lynn Daily Press*, published and edited by the Lynn Press Company from 1889 to 1895, boasted of three daily editions. It had a great deal of talent, as is evidenced by its fine journalism, but no money. As long as it sold for one cent per copy it was suc-

cessful, but when it went up to two cents sales dropped off. Another local paper noted for its fine literary quality was *The Saturday Union* (1870-1886), which was edited by the poet Sam Walter Foss and devoted to politics, literature, and society. Serving foreign groups in Lynn were the *Jewish Advocate*, first published in 1900 as a weekly and later as a semiweekly, and *Le Lynnois*, a French newspaper printed from 1895 to 1935.

The Lynn Telegram was established in 1912 by Frederick Enwright as a daily publication with a Sunday issue, the only Sunday paper in Lynn. On weekdays it cost one cent and on Sundays two cents. In 1918 the *Lynn Daily Evening News*, which had been started by Robin Damon in 1897, was purchased by Mr. Enwright and merged with the *Telegram* to make the *Telegram-News*, one of Lynn's two papers of the present day.

In 1877 Horace Nutting Hastings, who had worked with Lewis Josselyn on *The Bay State*, realized his dream of publish-

ing a Lynn daily, the *Daily Evening Item*. Throughout its entire seventy-three years of history the paper has been owned by the family of its founder.

Lynn with its two daily newspapers and one Sunday edition is assured not only of local news but also of good coverage of world affairs. The *Item* is supplied through the Associated Press, and the *Telegram-News* through the United Press.

RADIO

Station WLYN is located at 7 Willow Street and broadcasts on both AM and FM frequencies. It brings local and national news to the homes of Greater Lynn, and in co-operation with the Eastern Massachusetts Street Railway its FM broadcasts of music and news are heard on all local buses.

UTILITIES

LYNN GAS AND ELECTRIC COMPANY

Exchange Street is synonymous with Lynn Gas and Electric Company. This locally owned and locally managed utility has conducted its business affairs from its present location at 90 Exchange Street since 1897.

As public acceptance of gas and electricity has increased, there have been many changes in the facilities required to supply satisfactory service when measured by today's standards. With its modern production and distribution plant this community institution, which has grown with the city for nearly a century, today supplies approximately 43,000 gas consumers and a like number of consumers of electricity.



GENERAL ELECTRIC COMPANY, WEST LYNN WORKS

TELEPHONE

The New England Telephone and Telegraph Building in City Hall Square is one of the most modern in the country. The land on which it is built, formerly the site of the old Lynn Tavern, was purchased in 1929. Construction began in December 1930 and continued for about eighteen months.

The first crossbar-type dial telephone system was installed in Lynn in August 1939, and ten years later, in November 1949, dial-operated long-distance calls became possible.

In 1950 there are some 20,000 lines and 40,126 telephones in Lynn proper.

CHURCHES

The first religious gathering in Lynn with a regular minister met with the Reverend Stephen Bacheler in 1632, forming what was known as the First Church and later called the First Congregational Church (Trinitarian). However, the first real meetinghouse was erected in 1632 on the northeastern corner of Shepard and Summer streets. It was removed to the center of the Common and rebuilt in the year 1682. It became known as the "Old Tunnel" and remained on the Common until 1827.

Early in the city's history the Friends became an influential group. By 1850 Lynn supported seventeen churches, representing nine different denominations.

Later years brought adherents of almost every major faith. Mary Baker Eddy discovered Christian Science in Lynn in 1866. Today in the city of Lynn there are twenty-seven denominations with sixty-two churches.

CHURCHES IN LYNN IN 1950

ADVENTIST

Advent Christian Church, 51 Liberty Street

AFRICAN METHODIST

Bethel A. M. Church, 7 Shorey Street

BAPTIST

Austin Square Baptist Church, 2 Austin Square
Calvary Baptist Church, 110 Chestnut Street
East Baptist Church, 224 Union Street
Essex Street Union Baptist Church, 84 Essex Street
First Baptist Church, 137 N. Common Street
Lynnfield Street Baptist Church, 216 Lynnfield Street
Washington Street Baptist Church, 560 Essex Street
Zion Baptist Church, 2 Burrows Square

CHRISTIAN SCIENTIST

First Church of Christ Scientist, 10 Chestnut Street

CONGREGATIONAL

Bethany Congregational Christian Church, 410 Eastern Avenue
Central Congregational Church, 97 Broad Street
First Congregational Church of Christ, 89 Laighton Street

DISCIPLES

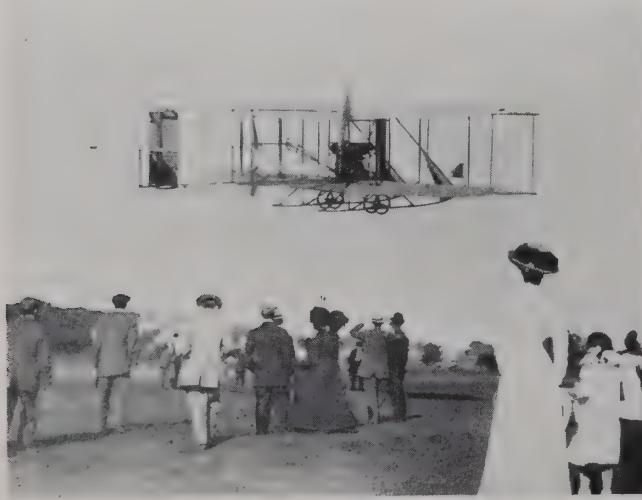
First Christian Church, 270 Chestnut Street

EPISCOPAL

All Saints Episcopal Church, 35 Waitt Avenue
Church of the Incarnation, 19 Broad Street
St. Stephen's Memorial Church, 74 S. Common Street

FRIENDS

Friends Religious Society, 66 Silsbee Street



HARRY ATWOOD FLYING FIRST NEW ENGLAND AIR MAIL



1950 PLANE WITH G. E. JET ENGINE



FIRST POST OFFICE, NOW OWNED BY
LYNN HISTORICAL SOCIETY



UNITED STATES POST OFFICE, BUILT IN 1933

JEWISH

Congregation Ahabat Sholom, 65 Church Street
 Congregation Ansha Sfard of Lynn, 198 S. Common Street
 Congregation Argudas Israel, 50 Shepard Street
 Congregation Beth Jacob, 38 Blossom Street
 Congregation B'nai Jacob, 40 Flint Street
 Temple Beth El, 12 Breed Street

LUTHERAN

First Evangelical Lutheran Church, 44 Lawton Avenue

METHODIST

Boston Street Methodist Church, 309 Boston Street
 Broadway Methodist Church, 372 Broadway
 First Methodist Church, 1 Franklin Street
 Lake Shore Park Methodist Church, 32 Bay State Road
 Lakeside Methodist Church, 93 Euclid Avenue
 Maple Street Methodist Church, 250 Maple Street
 St. Luke's Methodist Church, 15 Oakwood Avenue
 St. Paul's Methodist Church, 16 Union Street
 South Street Methodist Church, South St. near Edwards Ct.
 Trinity Church, 628 Boston Street

ORTHODOX

Holy Trinity Orthodox Church, 20 Pleasant Street
 St. George Greek Orthodox Church, 54 S. Common Street

PENTECOSTAL

First Pentecostal Church, 150 S. Common Street
 Lynn Pentecostal Assembly of God, 189 Oxford Street

PRESBYTERIAN

First Presbyterian Church, 56 Franklin Street

ROMAN CATHOLIC

Church of the Holy Family, 19 Bessom Street
 Church of the Sacred Heart, 579 Boston Street
 St. Francis Church, 108 Blossom Street
 St. Jean Baptiste Church, Franklin Street, Cor. Endicott
 St. Joseph's Church, 115 Union Street
 St. Mary's Church, 2 S. Common Street
 St. Michael Archangel Church, 565 Summer Street
 St. Patrick's Church, 27 Light Street
 St. Pius Church, 195 Maple Street

UNITARIAN

Unitarian Church of Lynn, 10 Baltimore Street

UNIVERSALIST

First Universalist Church, 20 Nahant Street

VARIOUS DENOMINATIONS

Bethlehem Temple Pentecostal Church, 137 Commercial Street
 Church of Jesus Christ of Latter Day Saints, 20 Nahant Place
 First Church of the Nazarene, 233 Eastern Avenue
 Emanuel Church of God in Christ, 85 Blossom Street
 Full Gospel Tabernacle, 98½ Shepard Street
 Holy Cross Polish National Catholic Church, 465 Summer Street
 Johnson Street Covenant Church, 20 Johnson Street
 Lynn Company of Jehovah's Witnesses, 496 Washington, Rm. 21
 Lynn Spiritualist Association, 61 Exchange Street
 Salvation Army, 586 Essex Street and 153 Oxford Street

SOCIAL AND HEALTH AGENCIES

There are many organizations in the city of Lynn concerned with the social and health problems of the community. Some are devoted entirely to social case work, aiding those whose problems call for individual attention; there are those that offer all types of programs and group activities for youth, homes and services for the aged; clinics, nursing services, and the facilities of two hospitals are available for those with health problems.

Twenty-seven organizations are represented in the Community Fund Association of Greater Lynn, which is a co-operative organization of citizens and these Red Feather Services. It has two chief functions: (1) It raises funds for its affiliated agencies, through an annual community-wide appeal, and distributes them according to a systematic budget procedure. (2) In co-operation with the Community Council it promotes co-operative planning, co-ordination and administration of the community's social welfare, health, recreation and youth services.

Also active in the city's program for social planning is the Greater Lynn Community Council, an organization of 71 public and private health, welfare, recreation, and youth agencies, individuals, and civic

organizations of the Greater Lynn area whose purpose is to study social and health needs, to plan constructive action for meeting these needs, and to interpret them to the public. It provides a means for co-ordinating the work of these agencies and promotes a mutually helpful exchange of ideas, experience, and methods. The member agencies are grouped into three divisions according to their major interests: Family and Child Care; Health; Youth and Recreation Services.

CHAMBER OF COMMERCE

The Chamber of Commerce is an organization working for the civic, industrial, and commercial welfare of the community. We are now living in a period of transition from a city devoted largely to the manufacture of shoes to one of diversified industry. The Chamber of Commerce works through committees that are building for the future of Lynn, fostering plans for better living and better planning.

The monthly payroll of the city is \$24,000,000.

Bank deposits amount to \$155,965,856.

Retail sales in 1949 amounted to \$97,101,000.

Number of retail establishments, 1,346.

PRINCIPAL INDUSTRIES

Bakery products
Blacking and stains
Boots and shoes
Cut stock and findings
Cutting dies
Electrical machinery and supplies
Food products
Food service equipment
Furniture
Garments
Ice-cream manufacturers
Leather-tanning
Machine-shop products
Medicine
Oil-burners
Paper boxes
Plastic materials
Printing and publishing
Rubberized fabrics
Screw machine parts

ORGANIZATIONS

A large percentage of Lynn's population is interested in civic and social improvement. There are in the city branches of almost all well-known national organizations. Civic clubs have been formed in many sec-



THEN

HIGH ROCK TOWER



NOW

tions. Social clubs are as numerous as the interests of mankind. Veterans' organizations, which are primarily patriotic, also offer many social contacts. Various racial groups are prominent in club activities. For people interested in business, labor, social welfare, and the arts there are many organizations. In 1950 there are over five hundred such groups in Lynn.

LYNN'S WAR SERVICE

Throughout her entire history Lynn's sons have come forward to defend their country at every national crisis. At the time of the Revolutionary War, Lynn had only 465 registered voting men, but records state that she sent 483 soldiers into battle. The Mexican War, the Civil War, the Spanish-American War, and both World Wars drew heavily from the resources of Lynn. To commemorate their services, and in honor of the men and women who have served the nation in the various branches of the armed forces, Lynn has dedicated her new City Hall and Auditorium as a memorial.

VETERANS' ORGANIZATIONS

American Veterans Committee, Lynn Chapter 282
 British & Canadian War Veterans, (Camp Parker)
 William P. Connery, Jr., Post 6, American Legion
 Seabee Veterans of America
 Marine Corps League
 Disabled American Veterans, Lynn Chapter 64
 Jewish War Veterans of the U. S., Post 31
 Lynn Post 507, Veterans Foreign Wars
 Capt. William G. Shoemaker Post 345, American Legion
 Overseas Post 240, Veterans Foreign Wars
 Massachusetts State Guard Vets, Ralph M. Burdett Unit 16
 East Lynn Post 291, American Legion
 Franco-American War Veterans, Post 12
 John Joseph Heagney AmVets, Post 27
 Gen. Joseph P. Sanger Camp 15, United Spanish War Veterans
 Navy Club of Lynn, Ship No. 72
 Barton Scott Post 7808, Veterans of Foreign Wars
 Polish Legion of American Veterans, Post 56
 United American Vets, Inc., North Shore Post 33
 Lynn Chapter Yankee Division Veterans' Association
 Italian American War Veterans, Post 7
 Sgt. Robert D. Gautreau Post, 6535 V.F.W.
 AmVets Greek-American Post 54
 Ex-Servicewomen's Post 243, American Legion

AUXILIARIES

Jewish War Veterans of the U.S., Post 31
 La Legion Franco-Americaine des Etats Unis, Post 12
 North Shore Marine Corps
 United World War Mothers, Inc., Chapter 17
 Disabled American Veterans, Lynn Chapter 64
 British & Canadian War Vets
 Sgt. Robert D. Gautreau Post 6535, V.F.W.
 North Shore Navy Mother's Inc., Club 717
 American Gold Star Mothers
 William P. Connery, Jr. Post 6, American Legion
 V. F. W. No. 507

Navy Club of Lynn, Ship No. 72
 East Lynn Post 291, American Legion
 Polish American Legion
 Y. D. V. A.
 I. N. W. V.
 AmVets Post 27
 Gold Star & War Parents of America, Chapter 40
 Jennie R. Dix Auxiliary No. 21, United Spanish War Veterans
 Francis A. Walsh Auxiliary to Overseas Post 240 V. F. W.

THE CITY BEAUTIFUL PARKS AND PLAYGROUNDS

Even from earliest times Lynn citizens have been interested in all types of sports. In those days they were looked upon solely as amusements rather than competitive contests. Although Lynn youths took considerable pleasure in many sports such as cricket, skating, sailing, and ball games, it was not until the 1870's that baseball secured a strong hold on the people. Young Lynners quickly became proficient in the game, and the city took its place in the sports world. In 1870, as a result of lively interest in sailing and rowing, the first Annual Regatta took place in Lynn Harbor.

Strange is it may seem in these modern times, the popular sport of boxing was then frowned upon, even to the point of the participants being speedily thrown into jail, but the more tolerant nineties brought out considerable talent of championship caliber.

After these enthusiastic beginnings and the completion of a century, Lynn holds a prominent place in the country as an ideal sports center. Its fine Stadium, comprising Manning Bowl, named for former Mayor J. Fred Manning, and Fraser Field, named for Eugene Fraser, is located in an ideal spot between Boston Street and Western Avenue. The Stadium is used by high schools, junior high schools, and by the general public.

October 1949 marked the opening of the North Shore Sports Center as an enclosed all-sports arena. An indoor ice surface as large as that at Boston Garden seats 3000 spectators, and provisions exist for conversion to basketball, boxing, and all other

activities of a full-fledged sports arena. It will greatly aid schoolboy hockey. Its location is on Boston Street, almost directly to the rear of Manning Bowl and Fraser Field.

Lynn is still holding its place in the national scene of baseball, for two of its citizens are members of major leagues: James E. Hegan, catcher for the Cleveland Indians, and Johnny Pesky, third baseman for the Red Sox. A few years earlier there were such well-known names as Irving ("Bump") Hadley, John ("Blondy") Ryan, Leslie Burke, and Bernie Friberg. Many more were members of the big leagues around the early part of the twentieth century.

It was the Park Act of 1882 and the installation of a Board of Park Commissioners in 1889 that made Lynn conscious of the need for developing her public parks and play areas. Probably the best-known of these was "Old Bog Meadow," purchased by the city in 1899, and later to become Memorial Park. Next came Little River, now Barry Park; and Oceanside, now Beach Play-ground. As late as 1902 only a small amount of work had been accomplished on these places, for owing to the bad terrain much draining and filling was necessary, so development was slow and improvements very gradual through the years.

Goldfish Pond and Park, known in the old days as Ingalls Pond and used for the watering of cattle, is now spoken of as a gem of water, land, and trees. The story goes that in 1840, because of its abundance of goldfish, it was given its present name.

The beauty and health facilities of the parks of Lynn, with their unexcelled recreational advantages, offer an attraction for vacationists. Now, in this year of 1950 Lynn boasts twenty-two playgrounds in addition to six parks and five squares and proudly claims the greatest area of land for public recreation *per capita* of any city in the country.

HIGH ROCK

December 16, 1905, marked the dedication of High Rock Tower. This event was made possible by the generous gift of John W. Hutchinson, who conferred this property upon the "citizens of Lynn for their enjoyment forever." Many years of effort were spent in the acquisition of High Rock and its surrounding park. This site is unique among municipal park lands, as its panoramic view is said to have no equal; on a clear day, at a height of 275 feet above sea level, one may see fifty miles of surrounding country.

One of the provisions of the gift was the erection of the handsome tower of Peabody



CAPACITY CROWD AT FOOTBALL GAME AT MANNING BOWL



HAPPY VALLEY MUNICIPAL GOLF CLUB

granite, also the erection of a suitable observatory containing a revolving arc light of red, white, and blue.

Since John W. Hutchinson was of the family known as the famous "Singing Hutchinsons," the Rock became known far and wide over the world. It was here that brother Jesse, in 1845, built the first "Stone Cottage," probably near the site of Moll Pitcher's ancient abode; many years before, she had lived near the foot of this same elevation. Rumor tells us many celebrities of that day were entertained in Jesse's tiny cottage, and a wooden structure built by him was used as a stage for concerts given by members of the family.

History reports that on August 17, 1858, the population of Lynn gathered on High Rock around the old wooden tower and celebrated the laying of the Atlantic telegraph

cable. In these same times famous bonfires were lighted here on every Fourth of July, and visitors came from surrounding cities and towns for the event.

At the surrender of Lee at Appomattox in 1865 the enthusiasm of Lynners knew no bounds, and in the joy of victory they sent the old wooden observatory up in flames.

LYNN WOODS

Lynn Woods cover a vast area of woods, hills, ponds, and streams. They are in the chain of granite hills that stand watch over Massachusetts Bay from Quincy to Rockport. Formerly owned by about one hundred families, the Lynn Woods were once an unbroken wilderness. They were divided among the householders according to tax rates, with the lots varying greatly in size. The lands were largely held from genera-



LYNN WOODS — WALDEN POND

tion to generation in the families to which they had been first assigned.

The State Legislature passed the Park Act in 1882, which was accepted by the voters of Lynn at an election on November 6, 1888. On December 4 of that year five Park Commissioners were appointed. The Park Board was organized in October 1889 with Philip A. Chase as chairman and was given complete power to take these lands for public use.

Citizens who were interested in preserving the watershed of the ponds and the wild scenery of the woods pledged the sum of \$20,000, under the inspiration of Philip A. Chase, "to aid the city of Lynn in the purchase and improvement of the land in Lynn Woods as a public park." The City Council, on July 9, 1889, appropriated \$30,000 for the purpose of carrying out the provisions of the Park Act.

The commissioners ran the titles back to the original grants of 1706. The total number of acres taken was 1600, of which 304 were ponds. It was decided to give this park the name Lynn Woods, the name bestowed by the early settlers. From earliest times cart paths have existed in the woods. They ran from east to west, with lateral branches, and the present roads still follow some of these old paths. The purpose of the commission was to preserve the colonial names that had attached themselves to the woods through ancient tradition, so walks, hills, glens, pines, and other places have been given those names.

A variety of motives drew people to the woods. Dungeon Rock for generations had been a sealed mystery. In 1852 Hiram Marble had purchased a lot of woodland in which was situated Dungeon Rock. He came as a stranger enticed by alleged revela-

tions of a clairvoyant that treasures had been hidden there by pirates. He dug for twelve years but found nothing. At the close of 1863 the passage excavated had reached one hundred and thirty-five feet with an average height and width of seven feet. Hiram Marble died at his home by the Rock on November 10, 1868.

Other historic places are the Wolf Pitts, which were dug more than two centuries ago to rid early settlers of these animals, and Pirates Glen, where pirates were supposed to have lived. Burrill Hill, which is two hundred and eighty feet above the sea level, and Mount Gilead, two hundred and seventy-two feet above the sea level, give an excellent view of the surrounding country. Any person who is a lover of nature can find pleasure in the beauty of Lynn Woods with its variety of trees, flowers, birds, and wild life.

THE BOULEVARD

About seventy-five years ago most of the estates fronting on Ocean Street ran down to the water's edge, and each property-owner built his own sea wall of wood or stone. It was impossible to walk along the shore from Nahant Street to King's Beach without climbing over fences and trespassing upon private property. The difficult path around Red Rock could be attempted only at low tide and by the most agile climbers.

Nahant Beach, then known as Long Beach, was a part of Lynn and had been enjoyed from early days by the residents for outings and sports, but in 1853 Lynn gave Long Beach to Nahant when it was incorporated as a separate town. The only beach land Lynn could then claim was a half acre of marshland near the Swampscott line, as an early Colonial Legislature had made a grant of the seashore to the owners of the uplands, thus abolishing public

ownership of the land between high and low water mark.

Fortunately, there were men of vision who felt something should be done to recover the waterfront and the beaches for the benefit of the people. In 1891 Philip A. Chase, chairman of the Lynn Park Commissioners, recommended the purchase of a strip of land 700 feet long and 200 feet wide on the ocean front, between Nahant and Washington streets, for "an open space for the people by the sea." The following year, this three-and-one-half acre tract was purchased for \$20,000 for "public enjoyment forever" and was called Oceanside Park.

The next suggestion was for a shore path from Oceanside Park to King's Beach and, as presented by Howard Mudge Newhall, the idea was simply to have the abutters give a narrow strip of land for this purpose. No real action was taken, however, until January 26, 1899, when a petition was introduced in the Legislature by Representative Thomas F. Porter of Lynn, with the purpose of giving to the Metropolitan Park Commission authority to acquire the necessary land on the ocean front for the building of the shore path or drive "with unobstructed view and approach to the sea." This petition bore the signatures of such well-known men as Elihu B. Hayes, B. F. Spinney, D. H. Sweetser, J. N. Smith, A. F. Breed, Charles H. Hastings, Howard Mudge Newhall, and Philip A. Chase, called the father of the Metropolitan Park Commission.

Surveys were made by the Metropolitan Park Commission, but owing to several changes in plans, plus delays in legislative proceedings, things remained unsettled for a number of years.

Meanwhile a system of highways was being planned by the State, and the idea that the shore path should become a shore drive and be a link in the system which was to extend from Boston to almost the New

Hampshire line was taken up avidly by those interested in the project. Finally, on June 12, 1903, Governor Bates signed the bill giving the Metropolitan Park Commission power to take the required land in Lynn, Nahant, and Swampscott, and an appropriation of \$250,000 in addition to the original \$100,000 was made for the Boulevard.

Work on the first section of the sea wall from Swampscott to Red Rock was begun in July 1904. Specifications called for a massive wall of concrete masonry, reinforced by twisted steel rods and varying in height from 8 to 18 feet. The face of the wall is curved so as to throw off the effect of the heavy waves and is topped by a three-rail iron fence. At intervals of about 400 feet, there are double flights of concrete steps leading to the beach. Along the top of the sea wall is a 15-foot granolithic walk, grassed slopes from 6 to 37 feet wide, then a 40-foot drive with a planting space on the other side 6 feet wide, flanked by a 9-foot sidewalk along the properties abutting the Lynn Shore Drive. This work was completed at a cost of over \$350,000 and opened to the public on September 18, 1905.

Surveys and plans were made immediately for the extension of the Lynn Boulevard from Red Rock to the Nahant Parkway. Again difficulties arose with land options, but through the efforts of the Lynn Board

of Trade the Metropolitan Park Commission was able to secure options and prices for shore frontings within the limits of the funds available. Work was started in April 1907. It was completed on December 7, 1907, and the total cost up to that time of the Lynn Boulevard from Black Will's Cliff, near Soldier's Monument in Swampscott, to the foot of Nahant Street was over \$600,000. The entire reservation was then placed under the care and control of the Metropolitan Park Commission.

Subsequently the entire drive was landscaped, shrubbery and trees were planted, and a park was made at Red Rock. Beach Park (formerly called Oceanside) was developed over a period of years into an extensive playground. Among other improvements a new lighting system was installed in 1937, which brilliantly illuminated the entire length of the Boulevard.

Concurrently Nahant Beach Parkway was being developed. In 1905 the State Bath House was built just over the Lynn-Nahant line. Shelters were erected and later twenty-four units, each consisting of a stone or brick fireplace, concrete table, benches, and a drinking fountain, were constructed at intervals along the Nahant Beach for the use, not only of our residents, but also for the thousands of people who come to enjoy our Lynn Shore Drive and beaches every year.



LYNN SHORE DRIVE

Lynn — Chronology

1629 First settlement
Iron ore found
Tanning leather commenced

1630 Thomas Newhall, the first white person born in Lynn

1634 "New England Prospect" published by William Wood, one of the first settlers

1635 Arrival of Philip Kirtland, the first shoemaker

1637 Name of settlement changed from Saugust to Linn

1638 First division of lands

1643 Iron Works established on Saugus River, first in America

1646 First patent granted to Joseph Jenks, foreman at Iron Works

1654 First fire engine in this country built by Joseph Jenks

1659 First recorded highway

1706 Second division of land

1789 First tariff on shoes—Ebenezer Breed responsible

1800 Manufacture of morocco introduced
Population—2,837

1803 Boston-Salem turnpike opened
Lynn Hotel built

1804 Floating Bridge completed, first pontoon bridge

1814 First Town House built
First bank established

1825 First newspaper—Weekly Mirror

1826 First Savings Bank incorporated

1838 First railroad train through Lynn

1846 Congress boots first manufactured here

1848 Lynn Common fenced

1850 City form of government adopted
Population—14,257
10 million pairs of shoes made in Lynn
Steam power first used in Lynn (Morocco business)

1852 First class graduated from Lynn High School
Swampscott a separate town

1853 Nahant a separate town
Illuminating gas first used in Lynn

1858 First telegraphic service

1860 First horse cars (Lynn & Boston R.R.) on Thanksgiving Day
Market Street lighted by gas

1862 Free Public Library opened
Introduction of McKay machines in the shoe business

1864 First steam fire engines owned by the city
Town House burned

1865 Cornerstone of City Hall laid November 28

1866 Mary Baker Eddy discovered Christian Science

1867 Dedication of City Hall November 30

1869 Boston-Salem Turnpike made a public highway

1870 Population—28,233
Beginnings of municipal water system
Six "ladies" elected to School Board—the first appearance of women in public office

1873 Pumping station at Walnut Street
Soldiers Monument in City Hall Square erected

1875 Lynn Hospital opened
"Narrow Gauge" Railroad started July 28

1876 Lynn City Item began publication

1877 Daily Evening Item began publication

1879 Celebration of 250th anniversary
Telephone used for business

1880 Population—38,274

1882 First paved street in Lynn
First electric lights in Lynn

1883 Thomson-Houston Co. moved to Lynn from New Britain, Conn.

1887 First electric car—Highland Circuit

1888 Last horse car

1889 Great Fire

1890 Streets lighted by electricity

1892 Thomson-Houston Co. merged with Edison Electric Co. and formed General Electric Co.

1900 Population—68,513
Central Library opened on North Common Street

1901 Union Hospital opened

1904-05 High Rock Tower erected

1912 First N. E. Aeroplane mail carried, Harry N. Atwood flew from Saugus and dropped mail bag near River Works, May 31
Telegram News began publication

1913 First train over elevated structure—Central Sq.

1921 Buchanan Bridge replaced Floating Bridge

1928 Lynn Stadium opened

1929 Tercentenary celebration

1931 Happy Valley municipal golf course opened

1933 New Post Office opened
First bus service in Lynn

1935 General Edwards Bridge built

1937 Last electric street car
Death of Elihu Thomson, last survivor of original founders of G. E.

1940 "Narrow Gauge" Railroad discontinued

1941 First blackout lighting demonstration, Parkland Ave.

1949 Memorial City Hall and Auditorium dedicated

Committees

Lynn Centennial Celebration

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HONORABLE M. HENRY WALL, *General Chairman*

RITA M. ANKETELL, *Secretary*

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	Harold C. Wilson

100th Anniversary Celebration

June 11-17, 1950

Program

FRIDAY, JUNE 9

8:00 p.m.—Temple Beth El—Anniversary sermon "The City We Live In" by Rabbi Israel Harburg, Music—Cantor Morton S. Shanok and Choir.

SATURDAY, JUNE 10

8:30 a.m.—Ahabot Sholom—Special scriptural readings from the Book of Deuteronomy, Liturgical selections sung by Cantor Abraham Moss. Address "Forward With Yesterday" by Rabbi Samuel Zaitchik.

SUNDAY, JUNE 11

10:30 a.m.-12:00 noon—All Protestant Churches—Special music and centennial sermons. Centennial hymn, "Faith of Our Fathers."

12:00 noon—Saint Mary's Church, City Hall Square—Solemn High Mass—Rt. Rev. Augustus F. Hickey, V.G., Ed. D., Celebrant. Speaker: Rev. Cornelius T. H. Sherlock, A.M., Ed. M., Superintendent of Schools, Archdiocese of Boston.

10:00 a.m.-12:00 noon—Saint George's Greek Orthodox Church, South Common Street—Archbishop Michael, Head of Greek Orthodox Church of North and South America.

1:30 p.m.—Veterans Village Dedicatory Exercises, Holyoke Street—Master of Ceremonies: Hon. Thomas P. Costin, Jr.

3:30 p.m.—Manning Bowl—Olivet Commandery No. 36 Knights Templar. Speaker: Judge Gay Brown, Former Justice of the Supreme Court of the State of New York.

8:00 p.m.—City Hall Memorial Auditorium—Opera "Martha."

8:00 p.m.—Lynn Common—Reopening of fountain and concert by Post 6 Band.

MONDAY, JUNE 12

9:00 a.m.—Happy Valley—Amateur Pro Golf Tournament.

12:30 p.m.—Briarcliff Lodge, Kernwood Drive—Industrial Luncheon. Speaker: C. H. Lang, Vice-President and Manager of Sales, General Electric Co., Schenectady, New York.

6:00 p.m.-10:30 p.m.—North Shore Sports Center, 30 Boston Street—Opening of the Exposition of Progress. Choral group in background. Coronation of Centennial Queen. Opening of Historical Windows.

6:15 p.m.—10-mile Road Race. Start: Johnson and Essex Streets. Finish: City Hall Square.

8:00 p.m.—City Hall Memorial Auditorium—"Festival of Nations."

TUESDAY, JUNE 13

10:00 a.m.-7:00 p.m.—Lynn Common—Program by the U. S. Armed Air Forces.

2:00 p.m.-4:00 p.m.—Lynn Common—Concert by Army Air Force Band (Westover Field).

5:00 p.m.-6:00 p.m.—Lynn Common—Dog Fight over Lynn by Jet Fighters of Air Reserve.

6:00 p.m.-10:30 p.m.—North Shore Sports Center, 30 Boston Street—Exposition of Progress.

6:30 p.m.—Fraser Field—American Legion Jr. Baseball, Post 6 and Post 291.

7:30 p.m.—Parade—Glenmere Square to Manning Bowl by all Veteran Groups and Auxiliaries.

7:30 p.m.—Boys Club and Y.M.C.A.—Swimming.

8:00 p.m.—Manning Bowl—Retreat and Firing of Sunset Gun.

8:10 p.m.—Manning Bowl—Swearing in ceremony by Armed Forces.

8:30 p.m.—Manning Bowl—Exhibition by Post 507; VFW Band.

8:45 p.m.—E. Lynn Post 291 Drill Team, Post 6 Band playing.

9:00 p.m.—Post 7 Italian-American Drum Corps.
 9:15 p.m.—Camp Parker Kiltie Band.
 9:30 p.m.—Vaudeville Show.

WEDNESDAY, JUNE 14

Open House, Municipal Buildings

2:00 p.m.—Happy Valley—High School Golf Tournament.
 2:00 p.m.-4:00 p.m.—Ryan Hall, Lynn Hospital—Moving pictures of medical progress, Lynn Medical Fraternity and Allied Agencies.
 6:00 p.m.-10:30 p.m.—North Shore Sports Center, 30 Boston Street—Exposition of Progress.
 6:30 p.m.—City Hall Memorial Auditorium—Elks Flag Day Services.
 8:00 p.m.—Manning Bowl—Third Annual North Shore Music Festival, sponsored by the Daily Evening Item.

THURSDAY, JUNE 15

Schools—Tableau

4:00 p.m.—Lynn Common: Doll Carriage Parade, Kiddies and their pets.
 5:30 p.m.—Balloon Parade and 40&8—Route: Fayette and Essex Streets, Mason Street, Chestnut Street, Union Street, Central Square, Central Avenue, City Hall Square, North Common Street, Market Square, Western Avenue, Summer Street, General Electric Field.
 6:00 p.m.-10:30 p.m.—North Shore Sports Center, 30 Boston Street—Exposition of Progress.
 6:00 p.m.—Frey Playground—Cosmopolitan Club Baseball Team, Major Park League.
 8:00 p.m.—Block dancing and entertainment at the following locations: Eastern Avenue at Alden Street, Glenmere Square, Wyoma Square, Mt. Vernon Street, Hannify Square, Breed Square, Boston at Childs Street, Junction Ontario and Linwood Street.
 8:00 p.m.—Open House: Eastern Improvement Assoc.; Eastern Improvement Auxiliary; Fay-Buchanan Associates, Club House, 1 Alden Street; Warren Civic Club; Italian-American Club; B'nai B'rith; Greek Orthodox; Knights of Columbus, Hannify Square; Cosmopolitan Club; Cosmopolitan Ladies Social Club, Club House, Walnut Street; Pine Hill Associates and Auxiliary; Parent Teachers Association, Fire House, Woodlawn Street; West Lynn Italian Civic Association, Club House, Spencer Street.
 8:00 p.m.—Fraser Field—Softball.

FRIDAY, JUNE 16

4:00 p.m.—Manning Bowl—N.E.A.A.A.U. Field Events.
 6:00 p.m.-10:30 p.m.—North Shore Sports Center, 30 Boston Street—Exposition of Progress.
 7:00 p.m.—Manning Bowl—N.E.A.A.A.U. Track Events.
 8:00 p.m.—City Hall Memorial Auditorium Choral Societies Concert.

SATURDAY, JUNE 17

10:00 a.m.—Lynn Woods—Bicycle Road Race.
 10:00 a.m.—Gallagher Playground—Model Aircraft.
 12:00 noon—General Electric Field—Volley Ball.
 12:00 noon—Happy Valley—Dinner to Dignitaries.
 1:00 p.m.-9:00 p.m.—North Shore Sports Center, 30 Boston Street—Exposition of Progress.
 2:30 p.m.—City Hall Square—Boston Fire Department Drill Team
 5:00 p.m.—Centennial Parade, Route: Fayette Street, Union Street, Munroe Street, Market Street, North Common Street, Market Square, City Hall Square—Reviewing Stand.
 10:00 p.m.—Lynn Harbor—Fire Works.

NOTE:

Art Exhibit by Lynn Art Club will be held every day, June 11 through June 17 in Room 302, City Hall, 2:00 p.m. to 6 p.m., 7:00 p.m. to 9:00 p.m.

Lynn Historical Society, 125 Green Street, will be open every afternoon from 1:00 to 5:00 o'clock, and Thursday evening.

